

ORDINANCE 17-05

AN ORDINANCE TO AMEND ORDINANCE NO. 86-47, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, BY REZONING PROPERTY BEING WILLIAMSON COUNTY TAX MAP 154, PARCEL 06203, FROM R-2, MEDIUM DENSITY RESIDENTIAL, TO PZD, PLANNED ZONING DISTRICT, AND PROPERTY BEING WILLIAMSON COUNTY TAX MAP 166, PARCEL 02300, FROM AG, AGRICULTURAL, TO PZD, PLANNED ZONING DISTRICT

WHEREAS, this rezoning was recommended by the Spring Hill Municipal Planning Commission and forwarded to the Board of Mayor and Aldermen on the 13th of February 2016; and

WHEREAS, the purpose of this Ordinance is to amend the City of Spring Hill Zoning Ordinance, the same being Ordinance No. 86-47, by rezoning the property herein described as Williamson County Tax Map 154, Parcel 06203 from R-2, Medium Density Residential, to PZD, Planned Zoning District, and property being Williamson County Tax Map 166, Parcel 02300, from AG, Agricultural, to PZD, Planned Zoning District; and

WHEREAS, all property to be rezoned herein is located within the corporate limits of the City of Spring Hill; and

WHEREAS, it is the City's intention to establish a Special Assessment District that shall encompass Williamson County Tax Map 154, Parcel 0623 and Williamson County Tax Map 166, Parcel 02300 for the explicit purpose of the development and construction of public infrastructure in said District; and

WHEREAS, sidewalks shall be required on both sides of all arterial roads, including Buckner Lane. The Gateway Planned Zoning District Standards shall be revised to reflect the same; and

WHEREAS, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

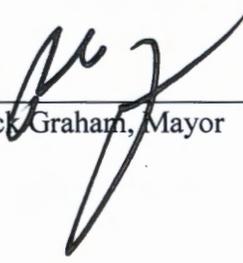
NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, to amend ordinance No. 86-47, the same being the zoning ordinance of the City of Spring Hill, by rezoning property being Williamson County Tax Map 154, Parcel 06203, from R-2, Medium Density Residential, to PZD, Planned Zoning District, and property being Williamson County Tax Map 166, Parcel 02300, from AG, Agricultural, to PZD, Planned Zoning District, the public welfare requiring it.

NOW, THEREFORE, BE IT FURTHER ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, Williamson County Tax Map 154, Parcel 0623 and Williamson County Tax Map 166, Parcel 02300 shall adhere to all Development Approval Procedures, Concept Plan and Sub-district Boundaries, Permitted Uses, Yard, Bulk and Height Requirements, Sub-district Standards, Street Standards, Pedestrian and Open Space Standards, Access, Parking and Loading Area Standards, Landscaping Standards, Screening Standards, Lighting Standards and Sign Standards as written in the attached Exhibit A 'Planned Zoning District Standards Book'.

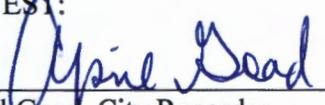
NOW, THEREFORE, BE IT FURTHER ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, Sub-district boundaries shall be created for the creation of Commercial Office, Residential/ Mixed Use 1, Residential/ Mixed Use 2, Residential, Residential 2, Commercial Retail, and Flex as further detailed in the collective attached Exhibit B "Sub-district Boundary Map".

NOW, THEREFORE, BE IT FURTHER ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, Williamson County Tax Map 154, Parcel 0623 and Williamson County Tax Map 166, Parcel 02300 shall adhere to the Phasing Plan outlined in the attached Exhibit C "Phasing Plan" and road and utility infrastructure improvements shall be required on or before the development and delivery of the improvements to be built in each phase on various portions of Williamson County Tax Map 154, Parcel 0623 and Williamson County Tax Map 166, Parcel 02300 as shown in Exhibit D "Infrastructure Improvements by Phase".

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee, on this 15th day of May, 2017.



Rick Graham, Mayor

ATTEST:


April Goad, City Recorder

LEGAL FORM APPROVED:


Patrick M. Carter, City Attorney

Passed on First Reading: April 17, 2017
Passed on Second Reading: May 15, 2017

SUBJECT: ORD 17-05 (Buckner Road PZD Request)

DATE: March 6, 2017

ATTENTION: Board of Mayor and Aldermen (BOMA)

DEPARTMENT HEAD: Jon Baughman



STAFF MEMORANDUM

RZN 289-2016: Submitted by Southeast Venture for property located at 2660 Buckner Road. The property is zoned AG, Agricultural, and R-2, Medium Density Residential, and contains approximately 775.48 acres. The applicant requests rezoning approval for a Planned Zoning District PZD.

Property Description: This property is located east of Buckner Road, west of I-65 and south of Thompson's Station Road. It is primarily undeveloped. Aenon Creek traverses the property.

Request: The applicant requests approval to rezone the property to Planned Zoning District (PZD) to allow for five (5) customized zoning districts to allow for the redevelopment of the property as a mixed-use district that incorporates residential, commercial, office, institutional, and recreational uses in a pedestrian friendly environment.

The PZD provisions were recommended by the Planning Commission and adopted by the Board of Mayor and Aldermen in 2016 to provide a new zoning tool to address specific and unique needs throughout the City of Spring Hill that are not adequately addressed with the based zoning districts and supplementary regulations of our ordinances.

Spring Hill Rising 2040: The project area is indicated as a Gateway Area in the comprehensive plan; an area containing the highest intensity of development. Primarily focused on employment, Gateway Areas shall also offer and mix of high density housing, retail and entertainment options in a walkable environment.

Discussion: The request was forwarded to the Board of Mayor and Aldermen with a recommendation for approval on February 13, 2017 with conditions:

RZN 289-2016: Submitted by Southeast Venture for property located at 2660 Buckner Lane. The property is zoned AG, Agricultural, and R-2, Medium Density Residential, and contains approximately 775.48 acres. The applicant requests rezoning this property to a PZD, Planned Zoning District.

Engineering Conditions:

1. Proposed infrastructure improvements phasing table must be reviewed carefully as it includes language that commits the City to a lot of infrastructure work and costs. This must be clarified or removed.

Staff Conditions:

1. The infrastructure improvement phasing table shall be amended to suit the requirements of City officials and the Planning Commission.
2. The PZD booklet shall include amendment provisions.

Alderman Fitterer made a motion to approve **RZN 289-2016** with staff conditions, adding condition:

City of Spring Hill, Tenn.

3. The applicant shall coordinate roadway improvements with BOMA's Transportation Advisory Committee.

Motion seconded by Commissioner Hepp. Motion passed 7/0.

City of Spring Hill, Tennessee
Planning Commission Agenda Application

199 Town Center Parkway, Spring Hill TN 37174
(931) 486-2252 Fax: (931) 486-3596

FOR STAFF USE ONLY

Date Application submitted: _____ **Fee:** _____
Date Accepted as complete: _____ **Case number:** _____
Map/Parcel: _____ **Public hearing date:** _____

Date: _____ Project Name: _____

Property Address/Location: _____

Current Zoning District(s): _____ Property Size: _____

Type of request being made —

- Annexation
- Rezoning
- Major Modification
- Minor Modification
- Easement/Right-of-way Vacation
- Sketch Plan
- Neighborhood Concept Plan
- Lot Split
- Property Line Adjustment
- Preliminary Plat
- Concurrent Plat
- Final Plat
- Site Plan
- Master Development
Plan (PUD) Preliminary/Final
- Traditional Neighborhood Development
- Other _____

Materials required to be submitted with application

- Letter of request
- Proof of ownership
- Two (2) folded hard copies of the proposal, including all required information as outlined in the applicable checklist.
Including a vicinity map with an aerial image, the project boundaries outlined in yellow, names of all adjacent streets. Must show a minimum of 1/2 mile radius.
- A CD containing a copy of all required submittal items in PDF format.

Note to the applicant:

- * Applications and all required submittals must be filed with the Planning Department by the established deadline.
- * Both the applicant/representative and property owner must sign the application. **Applications not signed by the property owner will not be accepted.**
- * All applications must be accompanied by completed checklist.

APPLICANT OR REPRESENTATIVE:

I have read the attached checklist and have complied with all requirements listed and understand that this application may be deemed incomplete if the submittal misses any of the information listed. I also understand that other information may be requested by staff, Planning Commission and Aldermen during review relevant to the request.

Name (printed): Randall W. Parham, Principal

Date: December 13, 2016

Address: Southeast Venture, LLC
4011 Armory Oaks Dr., Nashville, TN 37204

Phone number: (615) 250-8680

Email: rparham@southeastventure.com

Signature: 

PROPERTY OWNER(S) OR AUTHORIZED AGENT:

I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. *(If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on her/his behalf.)*

Name (printed): Barry Alexander, General Partner

Date: December 13, 2016

Address: Buckner Lane Partners, LP
111 Alpha Drive, Franklin, TN 37064-3927

Phone number: (615) 642-0513

Email: BARRY@ALEXANDERAUTOMOTIVE.NET

Signature: 

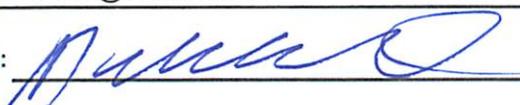
Name (printed): Don Alexander, General Partner

Date: December 13, 2016

Address: Buckner Lane Partners, LP
111 Alpha Drive, Franklin, TN 37064-3927

Phone number: (615) 642-0513

Email: donmelalex@comcast.net

Signature: 

Rezone Checklist

Initial	
	Pre-application conference with Planning Department
	Written Notice to all property owners within 500 feet of the subject property via certified letter per Spring Hill Zoning Ord. Article 19
	Verification of Notice per Spring Hill Zoning Ord. Article 19
	Letter of request
	<p>Concept Plan:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Proposed future development details with acreage, flood areas, property dimensions and legal description. <input type="checkbox"/> Any transportation route shown on the Major Thoroughfare Plan or Greenways Plan that is adjacent or shown within the subject property. <input type="checkbox"/> Proposed traffic routes and impacts of future development. Ex. Level of Service impact <input type="checkbox"/> Compliance with the Comprehensive Plan.

Annexation Checklist

Initial	
	Pre-application conference with Planning Department
	<p>Concept Plan:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Proposed future development details with acreage, flood areas, property dimensions and legal description. <input type="checkbox"/> Any transportation route shown on the Major Thoroughfare Plan or Greenways Plan that is adjacent or shown within the subject property. <input type="checkbox"/> Proposed traffic routes and impacts of future development. Ex. Level of Service impact <input type="checkbox"/> Proposed land use zone.

Completed by: _____

2660 Buckner Lane

Gateway Planned Zoning District Standards

Spring Hill, Tennessee

March 20, 2017, Revised May 18, 2017

Exhibit A

Development Team

Southeast Venture, LLC | *Founder*

Littlejohn - A Division of S&ME | *Planner Landscape Architect Civil Engineer Surveyor*

RPM Transportation Consultants | *Transportation Engineer*

Prepared For |

Prepared By |



Southeast Venture
REAL ESTATE • DESIGN • DEVELOPMENT

 **Littlejohn**
A Division of S&ME



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615-385-4144

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615-385-4144

RPM Transportation Consultants |
Transportation Engineer

Bob Murphy | President
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Nashville, TN 37212
615-370-8410

Amy Burch | PE
1101 17th Avenue South
Nashville, TN 37212
615-370-8410



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VISION

The vision for the project is to develop a mixed use community that brings together residential, commercial, office, institutional and recreational uses into a healthy and pedestrian friendly environment where people can live, work, shop and play. Key elements of the vision include the following:

- Create a walkable, live, work, shop and play community
- Be an inviting 'front door' for Spring Hill from the Interstate
- Become a Class A employment center for Spring Hill
- Add neighborhood and regional scale retail options
- Provide varied housing choices in a design controlled environment
- Preserve and enhance natural site features
- Be a part of the regional traffic solution

PURPOSE

The purpose and intent of the Gateway Planned Zoning District (PZD) is to permit and encourage the development of a compatible mix of residential, commercial, office, and institutional uses immediately adjacent for a parcel located prominently along the Interstate 65 growth corridor serving the City of Spring Hill, Tennessee. The Gateway PZD is intended to maintain a walkable, pedestrian scale, business-focused mixed-use gateway into the City of Spring Hill. The goal of the Gateway PZD is to encourage the location of businesses that can serve as an employment center for the City of Spring Hill and the surrounding region while providing for the orderly development of property in relation to surrounding land uses. The Gateway PZD provides a comprehensive zoning standard for the orderly development of the district and corresponding subdistricts that includes permitted uses, yard and bulk standards, subdistrict standards, and development standards that address open space, parking, landscaping, screening, lighting and signage.

APPLICABILITY

The Gateway Planned Zoning District (PZD) shall apply to the entire parcel along with corresponding subdistricts provided in the PZD. Any parcel located within the Gateway PZD is subject to these requirements. Any developments located within the geographic limits of the Gateway PZD shall conform to the requirements set forth in the Gateway PZD. The use of land and buildings or structures, and the construction, reconstruction, alteration, expansion or relocation of buildings or structures on a lot or site within the geographic limits of the Gateway PZD shall conform to the development standards set forth in the Gateway PZD and corresponding subdistrict.

General Provisions

SPRING HILL RISING 2040 – GATEWAY AREAS

The Spring Hill Rising 2040 Plan adopted by the City of Spring Hill in November 2015 identifies Gateway Areas that will contain the highest intensity development in the community providing an employment center containing a variety of corporate offices while also providing a mix of high density single family and multifamily residential, retail and entertainment uses in a pedestrian-oriented setting that encourage urban style living.

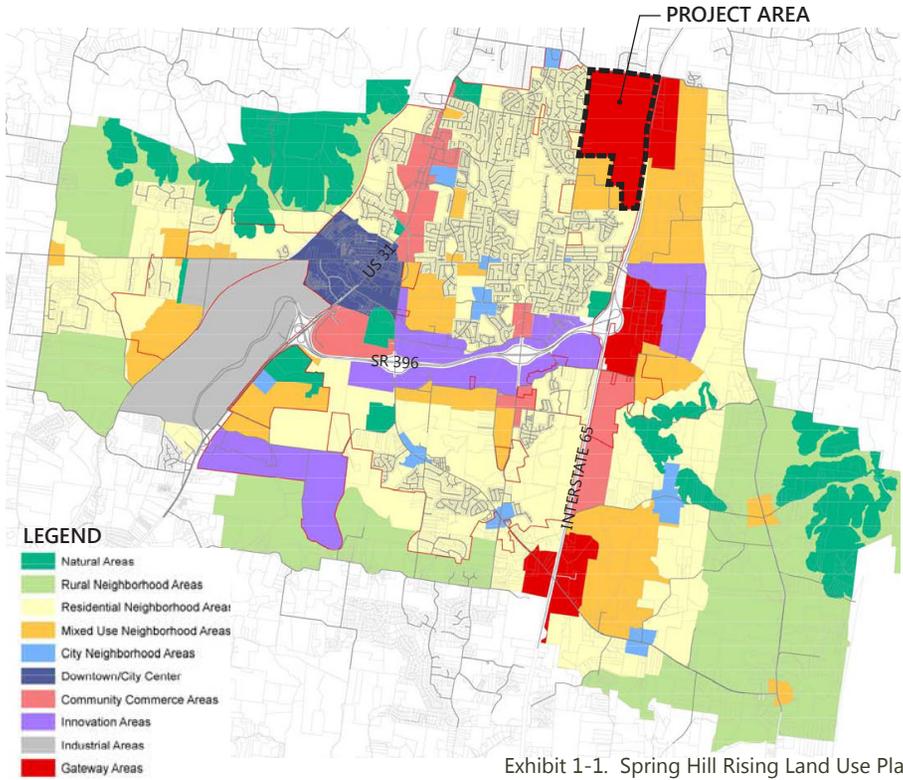


Exhibit 1-1. Spring Hill Rising Land Use Plan

DESIGN PRINCIPLES FOR THE GATEWAY AREAS

The Spring Hill Rising 2040 Plan provides the following Design Principles for Gateway Areas:

Site Design

- Vehicular access provided by an internal, complete and connected street network
- Shallow setbacks to achieve a compact urban environment

Density/Intensity

- High density and intensity
- Five to 10 story buildings

Green Space

- Formal landscaping within built areas
- Alternative storm water techniques incorporated into landscaping
- Moderately dense street trees and planting strips
- Greenway

Transportation

- Highly connected and complete street network
- Balances all transportation needs including vehicles, public transit, bicycles, and pedestrians

Infrastructure

- Municipal water and sewer services

PURPOSE

The purpose and intent of this section is to provide a means for amending the gateway planned zoning district map and subdistrict maps or the text of the gateway planned zoning district.

INITIATION

An application to amend the gateway planned zoning district map or subdistrict maps or the text of the gateway planned zoning district may be initiated by city of spring hill board of mayor and alderman or planning commission, or a person may submit an application that has the authority to submit an application using an application form provided by the city of spring hill.

PROCEDURES

The following procedures shall be followed for an application to amend the gateway planned zoning district map or subdistrict map or text of the gateway planned zoning district.

PRE-APPLICATION MEETING

The applicant shall meet with the planning director for a pre-application meeting to informally discuss the proposed zoning map or text amendment, prior to filing the formal application. the application should provide general information concerning the amendment and the purpose for the proposed amendment.

APPLICATION SUBMITTAL

The applicant shall submit a completed application including supporting documentation using a form provided by the city of spring hill. city staff shall review the application and supporting documentation to confirm completeness for formal consideration by the city.

STAFF REVIEW

The planning director or designated staff shall review the application for the zoning map or text amendment and shall prepare a detailed report and recommendation to the planning commission for their consideration.

PUBLIC NOTICE

The following public notice requirements shall be followed for a zoning map amendment or text amendment within the gateway planned zoning district or subdistricts.

1. A zoning map amendment shall provide the following public notices:
 - a. A notice shall be published in a newspaper of general circulation a minimum of fifteen (15) days but not more than thirty (30) days prior to the public hearing scheduled for the work session of the planning commission that identifies the location of the property (including a map illustration), applicant information, proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
 - b. A letter notification mailed by the applicant certified mail at least ten (10) days prior to the work session of the planning commission to affected property owner(s) located within 500 feet of the property proposed for a zoning map amendment that identifies the location of the property (including a map illustration), applicant information, the proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.

General Provisions - Amendments

- c. A notification sign shall be placed by the city of spring hill a minimum of seven (7) days in advance of the work session of the planning commission on the property proposed for an amendment to the zoning map that includes the proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
- 2. A zoning text amendment shall provide the following public notice:
 - a. A notice shall be published in a newspaper of general circulation a minimum of fifteen (15) days but not more than thirty (30) days prior to the public hearing scheduled for the work session of the planning commission that described in general terms the proposed text amendment, justification for the proposed text amendment, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
- 3. The following diagram illustrates generally the public notice requirements for a zoning map amendment or text amendment for the gateway planned zoning district.

Amendment Type	Notice Type		
	Newspaper	Mailed	Sign
Zoning	X	X	X
Text	X		

PLANNING COMMISSION RECOMMENDATION

The planning commission shall review and make a recommendation to the board of mayor and aldermen on all proposed zoning map and text amendments for the gateway planned zoning district. the planning commission shall conduct a public hearing for all zoning map and text amendments to the gateway planned zoning district. the planning commission shall provide a recommendation to the board of mayor and aldermen for approval, approval with modifications, or denial of the application.

BOARD OF MAYOR AND ALDERMEN

The board of mayor and aldermen shall hold a public hearing on the application for zoning map or text amendment. after the close of the public hearing, the board of mayor and aldermen shall consider the application, relevant support materials, staff report, the planning commission’s recommendation, and comments given by the public. the board of mayor and aldermen shall approve, approve with modifications, or deny the application. the board of mayor and alderman may also remand the application back to the planning commission for further consideration.

ZONING MAP AMENDMENT APPROVAL CRITERIA

The amendment should promote public health, safety, and general welfare, as well as efficient and orderly development. in determining whether to approve or deny an application for an amendment to the zoning map of the gateway planned zoning district or a subdistrict located within the gateway planned zoning district, the following criteria shall be considered:

- 1. The zoning map amendment is consistent with the spring hill rising 2040 comprehensive plan and future comprehensive plans prepared by the city of spring hill;

2. Essential facilities or public infrastructure are available or can be made available in sufficient capacity to serve the land area and uses allowed by the proposed zoning map designation.
3. The zoning map amendment is compatible with the present zoning and conforming uses of the gateway planned zoning district and subdistricts and surrounding property and the character of the gateway planned zoning district.

SEVERABILITY

If any portion of the Gateway Planned Zoning District is held to be invalid, unconstitutional, or unenforceable by a court of competent jurisdiction, such determination shall not affect the validity of the remaining portions of the Gateway Planned Zoning District.

ZONING TEXT AMENDMENT APPROVAL CRITERIA

The amendment should promote public health, safety, and general welfare, as well as efficient and orderly development. In determining whether to approve, approve with conditions, or deny an application for a text amendment to the text of the gateway planned zoning district, the following criteria shall be considered:

1. The text amendment is consistent with the spring hill rising comprehensive plan and future comprehensive plans prepared by the city of spring hill;
2. The text amendment is compatible with the present zoning and conforming uses of the gateway planned zoning district and subdistricts and surrounding area and the character of development within the gateway planned zoning district.

CONFLICT BETWEEN GATEWAY PZD AND ZONING ORDINANCE

In the event there is a conflict between the Gateway PZD and the Zoning Ordinance for the City of Spring Hill, the provisions of the Gateway PZD shall take precedence over those of conflicting standards contained in the Zoning Ordinance for the City of Spring Hill, as amended. Nothing in the Gateway PZD shall be deemed to repeal or amend any provision in the Zoning Ordinance for the City of Spring Hill.



PURPOSE

The intent of this Section is to establish procedures and standards for the review and approval of site development plans that are compliant with land uses permitted by right or as a Use Permitted on Appeal by the Board of Zoning Appeals within the Gateway Planned Zoning District.

APPLICABILITY

This Section shall be applicable to any residential, commercial, office or other non-residential development project regardless of size of parcel including new construction, expansions, or renovations. No building permit or development approvals shall be granted unless all requirements are met in accordance with the Site Development Plan approval.

SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

The following standards shall apply for the submittal of a site development plan.

1. A Site Development Plan shall be required for both new construction and development and for changes or additions to existing site development plans.
2. A completed Site Development Plan application shall be filed with the City of Spring Hill.
3. The Site Development Plan application fee shall be paid at the time of application submittal as required by the City of Spring Hill.
4. A site development plan drawn to scale no smaller than fifty (50) feet to one (1) inch prepared and sealed by a licensed registrant covering the entire site proposed for development. The site development plan should include the following plan documentation:
 - a. Existing conditions and development of adjacent surrounding property

- b. Name of the propose development
- c. Name(s) of owner (or owner representative) and contact information
- d. Survey data including boundaries of parcel(s) being developed
- e. Acreage of total site
- f. Acreage of streets, easements and other land uses
- g. Zoning classification (including Gateway subdistrict classification)
- h. Existing streets, driveway, and easements within and adjacent the site
- i. Proposed lot lines, lot and block numbers, and approximate dimensions
- j. Vicinity map
- k. Typical cross-sections of proposed grading, roadways, paving and sidewalks
- l. Topographic data map drawn at same scale as site plan
- m. Utilities and services (water, sanitary sewer, electric, natural gas, telecom, etc.)
- n. Lighting plan
- o. Grading and drainage plan
- p. Storm water management plan
- q. Parking and Loading Facilities (if applicable)
- r. Access control, streets and sidewalks
- s. Tree protection plan (if applicable)
- t. Landscape and Hardscape plans
- u. Phasing plan (if applicable)
- v. Building elevations

Development Approval Procedures

SITE DEVELOPMENT PLAN REVIEW AND APPROVAL PROCESS

The following Site Development Plan review and approval process shall be followed for all development projects located within the Gateway PZD.

1. Pre-Application Meeting
 - a. The applicant shall meet with City staff including the Planning Director to discuss the Site Development Plan and supporting documentation along with site development requirements.
2. Site Development Plan Application
 - a. The applicant shall file a completed application to the Planning Director or designee along with sufficient copies of the Site Development Plan and supporting documentation including payment of required site development plan review fees and other fees as required by the City of Spring Hill.
 - b. The applicant shall submit a copy of the Site Development Plan and supporting documentation to the appropriate designated representative of the Property Owners Association.
3. Staff Review
 - a. City staff shall perform a review of the Site Development Plan and supporting documentation.
 - b. Staff will hold a Staff Review meeting following submittal of the completed application and supporting documentation during which time City staff shall provide input and comments to the applicant on revisions and refinements that need to be addressed by the applicant and their design professionals in advance of presentation of the plan documentation to the Planning Commission for its scheduled work session.
 - c. The applicant shall provide requested revisions with the required revisions deadline.
4. Planning Commission – Work Session

- a. The Planning Commission shall review the Site Development Plan and supporting documentation during a scheduled Work Session.
 - b. The applicant will be provided with an opportunity to make a brief presentation of the Site Development Plan and supporting documentation.
 - c. The Planning Commission will provide comments and input to the applicant on design considerations for the Site Development Plan and supporting documentation that should be addressed prior to formal consideration by the Planning Commission.
 - d. The Planning Commission may allow public input during the Work Session from affected property owners.
 - e. The applicant shall address comments and requested revisions identified by the Planning Commission during the Work Session, if applicable, including submitting a revised Site Development Plan and supporting documentation within the required time period provided by the Planning Commission.
5. Planning Commission – Approval of Site Development Plan
 - a. Upon submittal of a revised Site Development Plan and supporting documentation by the applicant, the Planning Commission will review and approve, approve with conditions, or disapprove the application for Site Development Plan approval.
 - b. Conditions of approval will be documented in the minutes of the Planning Commission.

MINOR CHANGES TO APPROVED SITE DEVELOPMENT PLAN

1. Minor changes to the approved Site Development Plan may be approved by the Planning Director or designee upon certification in writing to the Planning Commission that the proposed revision

does not alter the basic design nor any specified conditions of the Site Development Plan as agreed upon by the Planning Commission.

2. The Planning Director or designee shall condition the following to constitute a minor change in an approved Site Development Plan:
 - a. Reduction of the size or height of any building or sign.
 - b. Required open space is to be increased.
 - c. An increase in the gross floor area of the structure(s) not exceeding 5%.
 - d. An increase in the approved floor area ratio not exceeding 3%.
 - e. Movement of buildings and/or signs by no more than ten (10) feet provided that such movement does not cause a violation of the Gateway PZD or a condition attached to the Site Development Plan approval by the Planning Commission.
 - f. Landscaping or hardscape materials approved in the site development plan that are replaced by similar landscaping or hardscaping materials to an equal or greater extent.
 - g. Rearrangement of a parking area that does not affect the number of required parking spaces or alter access locations or design.
 - h. Changes required by other authorities having jurisdiction that do not cause a violation of the Gateway PZD or a condition attached to the Site Development Plan approval by the Planning Commission.
3. Should the Planning Director or designee determine that the requested modification to the approved site development plan is not minor, a revised site development plan shall be submitted and reviewed for approval by the Planning Commission. The revised site development plan shall follow all requirements of this Section including payment of plan review fees.

PRELIMINARY AND FINAL SUBDIVISION PLATS

1. The Subdivision Regulations adopted by the City of Spring Hill Planning Commission dated April 8, 2013, as amended, shall apply to all subdivisions and developed sites located within the Gateway Planned Zoning District and corresponding Subdistricts.
2. No land located within the Gateway PZD shall be subdivided until the subdivider submits a plat as required by the Subdivision Regulations and subsequently obtains approval of the plan by the Planning Commission and records the approved plat with the county register.
3. Land shall not be subdivided until proper provisions have been made for roadways, drainage, water, sanitary sewer, other public utilities, and for other required public improvements and services. The existing and proposed public improvements shall generally conform to and be properly related to the development plan.
4. Major subdivisions as defined in the Subdivision Regulations, shall require the following steps of approval:
 - a. Pre-Application Conference – Attend Pre-Application Conference with City Staff
 - b. Preliminary Plat – Prepared in accordance with Subdivision Regulations for approval by Planning Commission
 - c. Approval from other Regulating Authorities (where required)
 - d. Construction Plans – Prepared in accordance with Subdivision Regulations for approval by Planning Commission
 - e. Final Plat – Prepared in accordance with Subdivision Regulations for approval by Planning Commission



CONCEPT PLAN

The Concept Plan for 2660 Buckner Lane illustrates the vision for creating a mixed use community that brings together residential, commercial, office, institutional and recreational uses while promoting a healthy lifestyle and pedestrian-friendly environment. The Concept Plan supports the City's design principles to achieve a more compact urban form that allows for density while also balancing intensity within the Gateway District with the need to preserve green spaces and provide a design that is responsive to surrounding land use patterns.

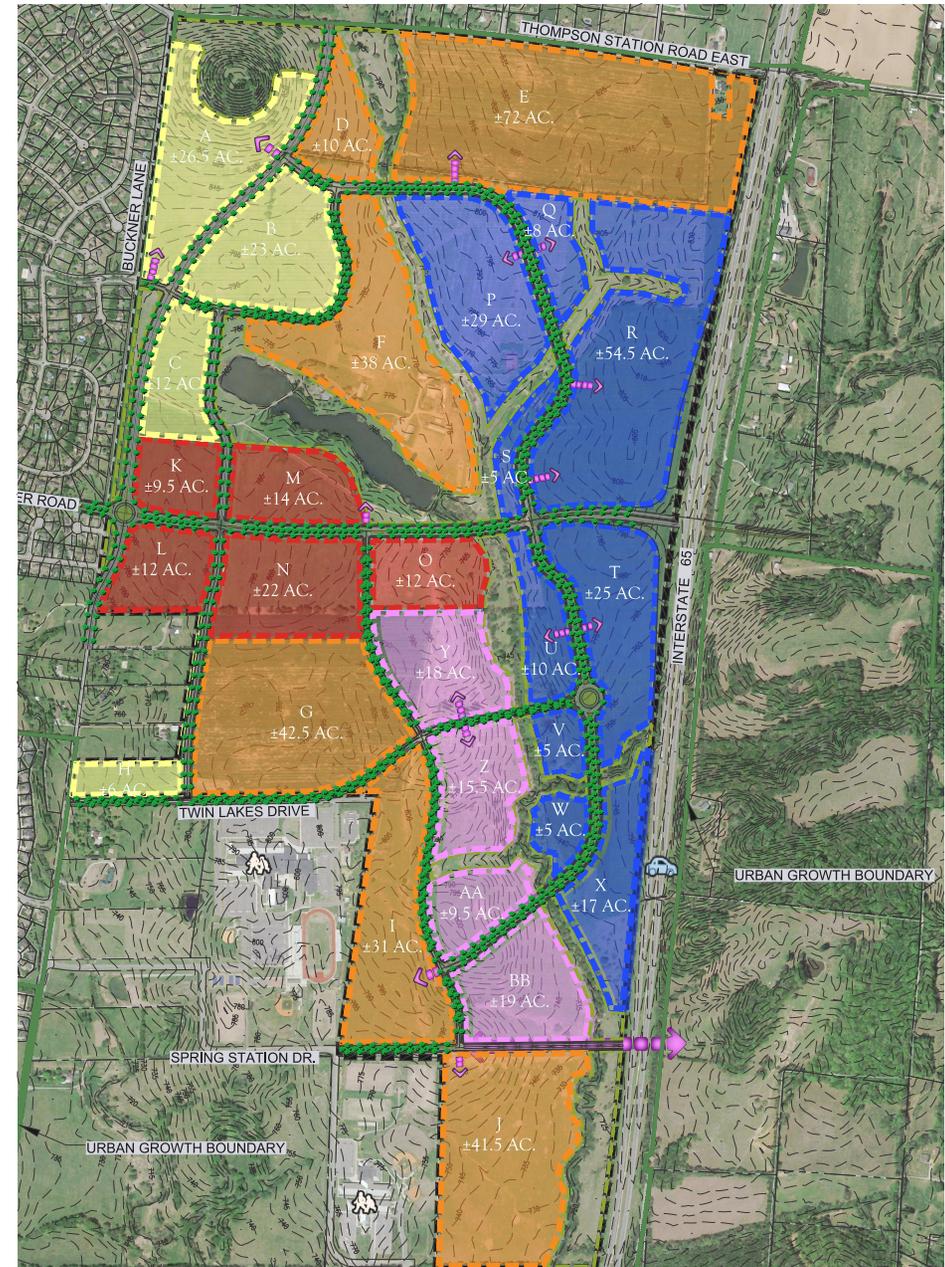


Exhibit 3-1. Concept Plan



DISTRICT BOUNDARY MAP

The Gateway Planned Zoning District (“Gateway District”) consists of five distinct Subdistricts illustrated in [Exhibit 3-1](#). The Gateway District also includes general development standards that will apply to individual Subdistricts or generally to all Subdistricts. The Subdistricts within the Gateway District are:

- a. Gateway – Residential Subdistrict (G-R)
- b. Gateway – Residential/Mixed Use Subdistrict (G-RMU)
- c. Gateway – Commercial Retail (G-CR)
- d. Gateway – Commercial Office (G-CO)
- e. Gateway – Flex (G-F)

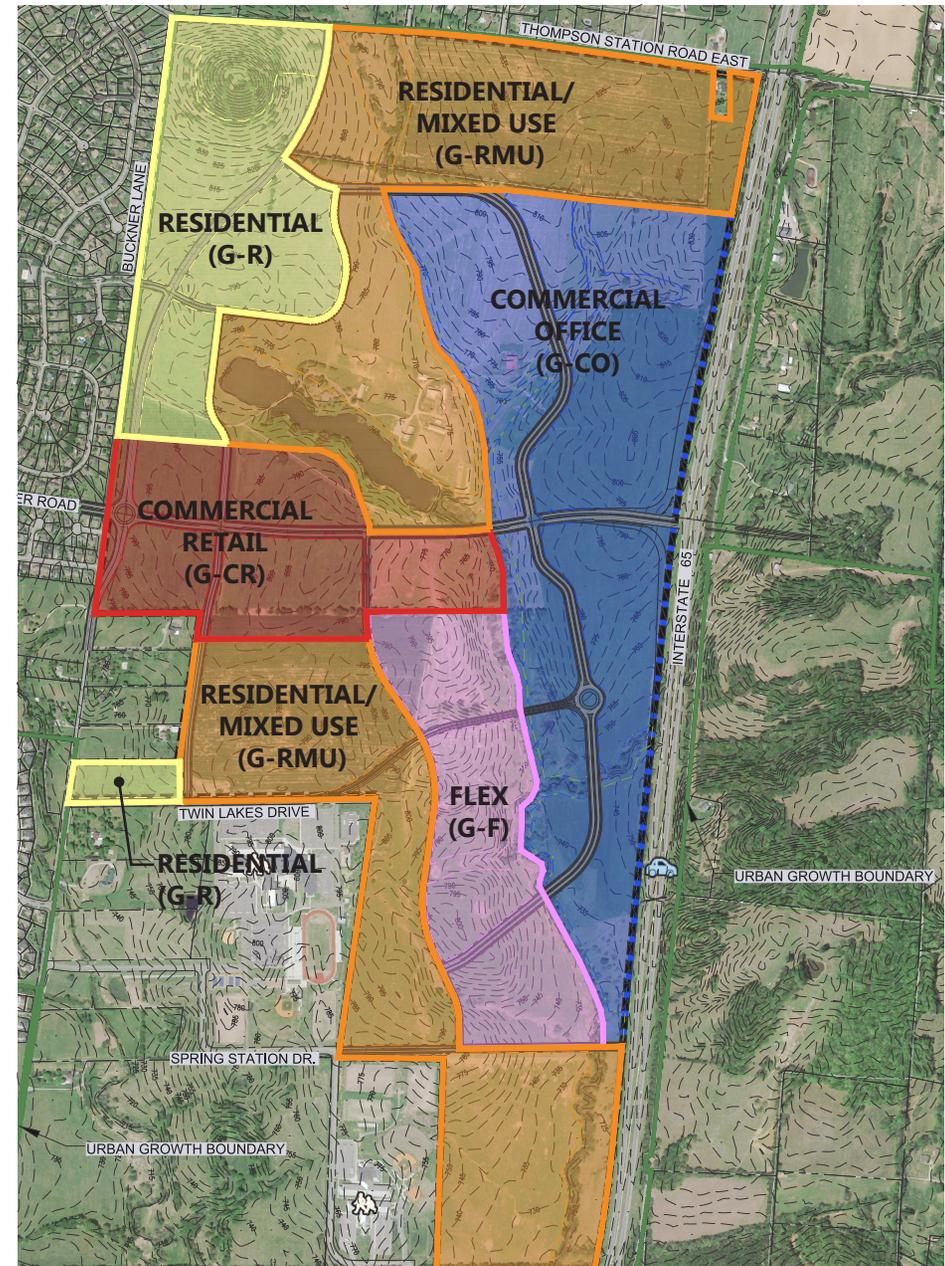


Exhibit 3-2. Gateway Planned Zoning District Subdistrict Map

BRICKS *eat*

Peter's Sushi & Thai

THE CHILE BURRITO

912D

OPEN

911D

OPEN

Monday - Sunday
11:00am - 10:00pm
11:00am - 8:00pm

FISH



PERMITTED USES

Permitted land uses for each Subdistrict located within the Gateway District are provided in [Table 4-1](#). The land uses are organized by general categories and by Subdistricts located within the Gateway District. Uses permitted on appeal are referenced in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

Summary Table of Land Uses					
P = Permitted S = Use Permitted on Appeal LW = Use Allowed w/ Live Work					
Land Uses	Development Categories				
	Gateway - Residential	Gateway - Residential/Mixed Use	Gateway - Commercial Retail	Gateway - Commercial Office	Gateway - Future Flex
Agricultural					
Agricultural Activities	P	P	P	P	P
Residential					
Single-family detached dwelling	P	P			S
Single-family attached dwelling (2 or less dwellings)	P	P			S
Townhouses (3 to 8 dwelling units)		P			S
Condominiums		P			S
Triplex dwellings		P			S
Quadruplex dwellings		P			S
Zero-lot line dwellings	P	P			S
Multifamily		P			P
Accessory Dwellings	P	P			S
Work/Live (including loft-style)		P	P	S	S
Senior Housing or Independent Living	S	P			S
Community Living/Assisted Living/Retirement Home		P			S
Residential above ground floor commercial			P	P	S
Home Occupation	P	P	P	P	P
Commercial					
Retail uses			P	P	P
Convenience Commercial			P	P	
Business Service		LW	P	P	P
Financial Institutions			P	P	P
ATM			P	P	P
Leasing/Sales Office		LW	P	P	P
Indoor Theater			P		
Ground floor commercial below Residential		P	P	S	S
Home Improvement Sales			P		
Day Care		P	P	S	S
Hair Salon			P	S	S
Personal Care Services		LW	P	S	S
Dry Cleaning			P	S	S
Food Services		LW	P	P	P
Grocery store/meat or produce market			P		
Restaurant/café (including drive-thru)			P	P	S
Restaurant/café (excluding drive-thru)			P	P	S
Coffee Shop		LW	P	P	P

Summary Table of Land Uses					
P = Permitted S = Use Permitted on Appeal LW = Use Allowed w/ Live Work					
Land Uses	Development Categories				
	Gateway - Residential	Gateway - Residential/Mixed Use	Gateway - Commercial Retail	Gateway - Commercial Office	Gateway - Future Flex
Commercial					
Liquor Sales			P	S	
Neighborhood bar/pub			P	S	
Micro-brewery or micro-distillery			S		
Performing Arts Studios		LW	P	S	
Professional Offices		LW	P	P	P
Pharmacy			P	P	S
General Office		LW	P	P	P
Hospital or FSED				P	P
Nursing/Convalescent Home			S	P	P
Hospice		LW	S	S	S
Medical Office or Clinics			S	S	S
Hotel			P	P	S
Work/Live (including loft-style)		P	P	S	S
Veterinarian Services (except outdoor kennel)			P	S	S
Wholesale Sales		LW	P	S	
Public/Institutional					
Place of Worship		P	S	S	S
Schools and education facilities		P	S	S	S
Business School			S	P	P
College or University			S	P	P
Vocational School			S	P	P
Parks & Recreation Facilities	P	P	P	P	S
Open Space Uses	P	P	P	P	P
Trails and Greenways	P	P	P	P	P
Civic Institutions		S	P	P	P
Public Buildings and Uses (including fire hall)	P	P	P	P	P
Transit Facilities including Stops		P	P	P	P
Other					
Accessory Structure (Non-dwelling)	P	P	P	P	P
Utilities including substation and water tank	P	P	P	P	P
Telecommunication Towers/Antennas			S	S	S
Outdoor Storage			P		
Parking Structure (Primary Use)			P	P	P

Table 4-1. Permitted Uses

Yard, Bulk and Height Requirements

Land Uses	Minimum Lot Area	Minimum Lot Width	Rear Yard	Minimum Side Yard		Minimum Front Yard			Maximum Build-to	Minimum Buffer Yard Requirement (see Section XV, 1. for additional requirements)	Max. Building Area (% of total land area) (1)	Floor Area Ratio (FAR) (3)	Maximum Height (excludes basement)	Other	
				1-2 Story	3 or more stories	Arterial	Collector or Boulevard (2)	Local (2)							
Agricultural Uses (All Subdistricts)															
Agricultural Use	5 ac	100 ft	25 ft	10 ft	15 ft	50 ft	40 ft	30 ft							
Gateway Residential (G-R)															
Single-family detached dwelling (front loaded)	5,000 sf	50 ft	20 ft	5 ft	7.5 ft	20 ft	15 ft	10 ft		25 ft			3 Stories		
Single-family attached dwelling (2 or less dwelling units; excludes multifamily)	3,000 sf	25 ft	20 ft	0 ft	0 ft	20 ft	15 ft	10 ft		25 ft			3 Stories		
Single-family attached and detached dwelling w/ rear-loaded garage (excluding multifamily)	4,400 sf - Single Family Detached; 3,000 sf - Single Family Attached	Detached - 40 ft; Attached - 25 ft	20 ft (see Max. Build-to)	Attached - 0 ft; Detached - 5 ft	5 ft	20 ft	15 ft	10 ft	Front yard - 10 ft; Rear yard may be reduced to 5-10 ft; Corner lot - 10 ft each street front	25 ft			3 Stories		
Gateway Residential/Mixed-Use (G-RMU)															
Single-family detached dwelling (front loaded)	5,000 sf	40 ft	25 ft	5 ft	5 ft	25 ft	20 ft	15 ft		25 ft			3 Stories		
Single-family attached dwelling (excluding multifamily)	4,400 sf - Single Family Detached; 2,400 sf - Single Family Attached	20 ft	20 ft	5 ft	5 ft	25 ft	20 ft	15 ft		25 ft			3 Stories		
Single-family attached and detached dwelling w/ rear-loaded garage (excluding multifamily)	4,400 sf - Single Family Detached; 2,400 sf - Single Family Attached	Detached - 40 ft; Attached - 25 ft	20 ft (see Max. Build-to)	Attached - 0 ft; Detached - 5 ft	5 ft	20 ft	15 ft	10 ft	Front yard - 10 ft; Rear yard may be reduced to 5-10 ft; Corner lot - 10 ft each street front	25 ft			3 Stories		
Multifamily (building)	1,750 sf	75 ft	25 ft	10 ft	15 ft	25 ft	25 ft	20 ft		25 ft	50%		5 Stories		
Work/Live (including loft-style)	2,000 sf	20 ft	20 ft	0 ft	0 ft	0-20 ft	0-10 ft	0-10 ft	Front yard (Arterial) - 0-20 ft; Front yard (Collector or Local) - 0-10 ft	25 ft			3 Stories	50% of gross floor area shall be used for work activities	
Senior Housing or Independent Living	1 acre	100 ft	20 ft for 1-story plus 5 ft for each additional story	10 ft		35 ft	35 ft	30 ft		25 ft	50%		3 Stories		
Community Living/Assisted Living/Retirement Home	1 acre	100 ft		10 ft		35 ft	35 ft	30 ft		25 ft	50%		3 Stories		
Residential (above ground floor commercial)			20 ft	0 ft	0 ft	0-20 ft	0-10 ft	0-10 ft	Front yard (Arterial) - 0-20 ft; Front yard (Collector or Local) - 0-10 ft	25 ft			5 Stories		
Gateway - Commercial Retail (G-CR)															
Office Use			20 ft for 1-story plus 5 ft for each additional story	10 ft	10 feet plus 5 ft for each additional story over 3 stories	35 ft	30 ft	25 ft		25 ft	50%	1.5	3 Stories		
Convenience Store				10 ft		35 ft	30 ft	25 ft		25 ft	50%			50 ft	
Financial/Bank				10 ft		35 ft	30 ft	25 ft		25 ft	50%	1.5		3 Stories	
Personal Services				10 ft		35 ft	30 ft	25 ft		25 ft	50%			50 ft	
Medical Office				10 ft		35 ft	30 ft	25 ft		25 ft	50%	1.5		3 Stories	
Theater				20 ft		35 ft	30 ft	25 ft		25 ft	50%			50 ft	

Table 5-1. Yard, Bulk and Height Requirements

Yard, Bulk and Height Requirements

Land Uses	Minimum Lot Area	Minimum Lot Width	Rear Yard	Minimum Side Yard		Minimum Front Yard			Maximum Build-to	Minimum Buffer Yard Requirement (see Section XV, 1. for additional requirements)	Max. Building Area (% of total land area) (1)	Floor Area Ratio (FAR) (3)	Maximum Height (excludes basement)	Other	
				1-2 Story	3 or more stories	Arterial	Collector or Boulevard (2)	Local (2)							
Gateway - Commercial Retail (G-CR)															
Retail and/or Commercial Use			20 ft for 1-story plus 5 ft for each additional story	10 ft	10 feet plus 5 ft for each additional story over 3 stories	35 ft	30 ft	25 ft		25 ft	50%		50 ft		
Food Services (includes Grocery)				10 ft		35 ft	30 ft	25 ft		25 ft	50%	0.5		50 ft	
Restaurant				10 ft		35 ft	30 ft	25 ft		25 ft	50%			50 ft	
Restaurant - Drive-In/Drive-Through				10 ft		35 ft	30 ft	25 ft		25 ft	50%			50 ft	
Hotel				10 ft		35 ft	30 ft	25 ft		25 ft	50%	1.5		5 Stories	
Day Care			10 ft	35 ft	30 ft	25 ft		25 ft	50%			50 ft			
Gateway - Commercial Office (G-CO)															
Office Use			20 ft for 1-story plus 5 ft for each additional story	10 ft	10 feet plus 5 ft for each additional story over 3 stories	35 ft	30 ft	25 ft		25 ft	50%	3.0	10 Stories		
Financial/Bank				10 ft		35 ft	30 ft	25 ft		25 ft	50%	2.0		6 Stories	
Medical Office				10 ft		35 ft	30 ft	25 ft		25 ft	50%	2.0		6 Stories	
Retail and/or Commercial Use				10 ft		35 ft	30 ft	25 ft		25 ft	50%	0.5		50 ft	
Hotel				10 ft		35 ft	30 ft	25 ft		25 ft	50%	2.0		7 Stories	
Food Services				10 ft		35 ft	30 ft	25 ft		25 ft	50%	0.5		50 ft	
Restaurant				10 ft		35 ft	30 ft	25 ft		25 ft	50%			50 ft	
Hospital			10 ft	35 ft	30 ft	25 ft		25 ft	50%	3.0		10 Stories			
Public/Institutional Uses (as permitted in each Subdistrict)															
Place of Worship			20 ft for 1-story plus 5 ft for each additional story	10 ft	10 feet plus 5 ft for each additional story over 3 stories	35 ft	35 ft	30 ft		25 ft	50%		50 ft		
Schools and education facilities (including elementary, secondary, vocational, trade and colleges and universities)				10 ft		35 ft	35 ft	30 ft		25 ft	50%	0.5		50 ft	
Public Buildings and Uses (including fire hall)				10 ft		35 ft	35 ft	30 ft		25 ft	50%	0.5		50 ft	
All other Civil and Institutional Uses				10 ft		35 ft	35 ft	30 ft		25 ft	50%	0.5		50 ft	
Other (as permitted in each Subdistrict)															
Accessory Structure			5 ft	5 ft									20 ft		
Utilities including substation and water tank			50 ft	50 ft		50 ft	50 ft	40 ft		25 ft					
Telecommunication Towers/Antennas			50 ft	50 ft	50 ft	50 ft	50 ft	50 ft		25 ft			100 ft		
Outdoor Storage			50 ft	50 ft		Not allowed in front yard				25 ft			20 ft		
Parking Structure (on and off-site)			20 ft for 2-story plus 5 ft for each additional story	10 ft	10 feet plus 5 ft for each additional story over 3 stories	35 ft	35 ft	30 ft		25 ft			4 Stories		
Notes:															
1. Maximum building area inclusive of heated space only; not inclusive of parking structures.															
2. Application of a traditional neighborhood development with Main Street style building placement within the C-CR, C-CO, and C-F Subdistricts, the front setback may be reduced to a minimum build-to setback ranging from 0' to 20'.															
3. Within the G-CO Subdistrict parking structures shall count toward meeting allowable building area defined by FAR.															

Table 5-1. Yard, Bulk and Height Requirements (con't)



GATEWAY – RESIDENTIAL SUBDISTRICT (G-R)

1. Intent

The Gateway Residential Subdistrict (G-R) will accommodate a range of residential uses including single-family detached.

2. Permitted Uses and Uses Permitted on Appeal

Land uses permitted in the Gateway – Residential Subdistrict (G-R) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Residential neighborhoods should be designed to be responsive to topography and natural features to guide the location and orientation of streets, lots and open spaces.
- b. Residential lots located within the Residential Subdistrict directly adjoining the residential neighborhoods to the west of the Gateway District shall be of equal or larger average lot size to the existing residential lots.
- c. Common open spaces and amenities should be incorporated into the layout and design of streets within residential neighborhoods. Amenities should be conveniently located to serve the entire neighborhood.

- d. Residential neighborhoods should provide a variety of housing types and densities to meet the housing needs of the community.
- e. Homes shall be articulated to break down the scale and provide diversity in style and massing along the street edge.
- f. To avoid monolithic appearance, facades for all single family detached homes shall have varying but complementary roof lines.
- g. Each façade section shall vary in architectural styles, materials, and color from the adjacent lot for visual interest and diversity. Facades shall have a consistent architectural theme unifying the building types selected for each neighborhood.
- h. Foundations should be raised a minimum of 14 inches in height measured at finished grade to enhance visual appearance.
- i. Corner residences should be designed with common architectural elements, materials and colors, and detailing on each façade facing a public street. Porches and other architectural elements are encouraged on each façade facing a public street.
- j. Porches are encouraged throughout neighborhoods to create opportunities for interaction along streetscapes.
- k. The front porch may encroach into the front yard setback a maximum of two feet.
- l. Roof materials shall be of architectural style shingles, metal, or other materials approved by Property Owners Association (POA).
- m. Lots with front facing garages shall have the garage front recessed a minimum of three feet behind the main building façade.
- n. Fencing shall be permitted in front, side and rear yards. Ornamental metal, masonry, stone, wood or combinations of these materials shall be acceptable. Fences installed in

Subdistrict Standards

a front yard shall be a maximum height measured from the finished grade of 36 inches and the style and materials shall complement the architectural character of the residence. Fences installed along front property line shall include the planting of shrubbery to further enhance the design character of the fencing.

GATEWAY – RESIDENTIAL/MIXED USE (G-RMU)

1. Intent

The Gateway Residential Subdistrict (G-R) will accommodate a range of residential uses including single-family detached and attached, multifamily, and live-work.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Residential/Mixed Use Subdistrict (G-RMU) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Single-family attached and multifamily neighborhoods should be transit-supportive including the provision for transit stops

in close proximity to neighborhood entrances.

- b. Buildings within single-family attached and multifamily neighborhoods should be clustered to define open spaces and activity areas.
- c. Pedestrian connectivity shall be provided between residences, parking areas, open spaces and amenities. Lighting shall be provided in parking areas.
- d. Useable active and passive open space and community amenities shall be incorporated into the neighborhood design to enhance livability.
- e. Building architecture should be designed with architectural elements, materials and colors, and detailing complementary to the primary façade.
- f. Where porches are provided, the minimum depth of the porch shall be six feet.
- g. Accessory structures including detached carports and garages, carriage units, amenity buildings, mail kiosks, etc. shall be design with architectural elements, materials and colors, and detailing that complements the primary buildings in the neighborhood.
- h. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – COMMERCIAL RETAIL SUBDISTRICT (G-CR)

1. Intent

The Gateway Commercial Retail Subdistrict (G-CR) will accommodate a variety of commercial retail uses offering a wide array of products and services.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway –Commercial Retail Subdistrict (G-CR) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Buildings should be oriented toward streets and conveniently accessible to streets and pedestrian circulation systems.
- b. Buildings shall be designed to provide a variety of architectural elements, offsets and recesses, changes in materials and colors, varying roof lines, and other design elements to create visual interest. Each side of a building visible from a public street or gathering place should be designed with multi-sided attention to materials and architectural character.
- c. Building entrances shall be distinct from the building façade and clearly visible from parking areas, streets and public spaces. Sidewalks and courtyards leading to building entrances are encouraged.
- d. A unifying palette of non-reflective, natural materials and colors should be used on all sides of buildings.

- e. Restaurants and cafés located in the Commercial Retail Subdistrict are encouraged to provide outdoor seating areas to enhance the pedestrian experience.
- f. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – COMMERCIAL OFFICE SUBDISTRICT (G-CO)

1. Intent

The Gateway Commercial Office Subdistrict (G-CO) will accommodate a variety of office and supporting uses offering a wide array of services and products.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Commercial Office Subdistrict (G-CO) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Buildings should be oriented toward streets and conveniently accessible to streets and pedestrian circulation systems.

Subdistrict Standards

- b. Buildings shall be designed to provide a variety of architectural elements, offsets and recesses, changes in materials and colors, varying roof lines, and other design elements to create visual interest. Each side of a building visible from a public street or gathering place should be designed with multi-sided attention to materials and architectural character.
- c. Building entrances shall be distinct from the building façade and clearly visible from parking areas, streets and public spaces. Sidewalks and courtyards leading to building entrances are encouraged.
- d. A unifying palette of non-reflective, natural materials and colors should be used on all sides of buildings.
- e. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – FLEX SUBDISTRICT (G-F)

1. Intent

The Gateway Flex Subdistrict (G-F) is located within the interior of the Gateway District and is intended to allow various commercial retail and offices uses permitted in the Gateway Commercial – Retail and Gateway Commercial – Office Subdistricts while also providing a suitable transition in land uses that includes the flexibility to include a limited mix of residential uses depending upon future market demand. The resulting land use pattern in the Flex Subdistrict will be compatible and complementary with surrounding residential, commercial and office subdistricts and land uses located within the Gateway District.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Flex Subdistrict (G-F) are as

provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Uses permitted in the Gateway Residential, Gateway Residential/Mixed-Use, Gateway Commercial-Retail, and Gateway Commercial-Office Subdistricts are allowed as provided in [Table 4-1](#).
- b. Permitted residential land uses including single family detached and attached, multifamily and live-work (as permitted in [Table 4-1](#)) shall not exceed 50 percent of the total land area of the Gateway Flex Subdistrict.
- c. Higher density residential and commercial-retail and commercial-office land uses shall incorporate design elements that soften transitions in scale and massing to protect light and privacy adjacent lower density residences.
- d. Buffer yards shall be provided along property lines where residential uses abut permitted non-residential land uses. Multifamily land uses shall incorporate buffer yards along property lines abutting single-family attached and detached residential uses and non-residential land uses.
- e. Single-family attached and detached residential land uses including live-work (excluding multifamily) shall not exceed

3 stories in building height. Multifamily residential shall not exceed 5 stories.

- f. Commercial-retail and commercial-office sites adjacent to residential property or subdistricts shall adhere to the following design considerations:
 - 1) Buildings closest to adjacent residential property shall be compatible in height and scale as a transition to non-residential uses.
 - 2) Commercial-retail uses with high activity areas such as a drive-through shall locate such features so as to minimize impacts to adjacent or nearby residential property.
 - 3) Loading and service areas including refuse container enclosures are located away from, or design and oriented to minimize impacts to, adjacent residential property.
- g. Commercial-Retail and Commercial-Office buildings shall incorporate well designed facades on all sides of the building that are adjacent to residential property and shall conform to development standards provided in Section 8.5 and Section 9.5.
- h. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.



STREET TYPES

The Gateway District will provide a hierarchy of streets organized into a planned street network of interconnected streets providing multiple access points for enhanced accessibility and emergency access. The following street sections are provided to illustrate the various types of streets including arterials, collectors, boulevards, local streets and alleys/rear lanes permitted in the Gateway District and its subdistricts. The sections are provided to ensure consistent quality of street design throughout the Gateway District.

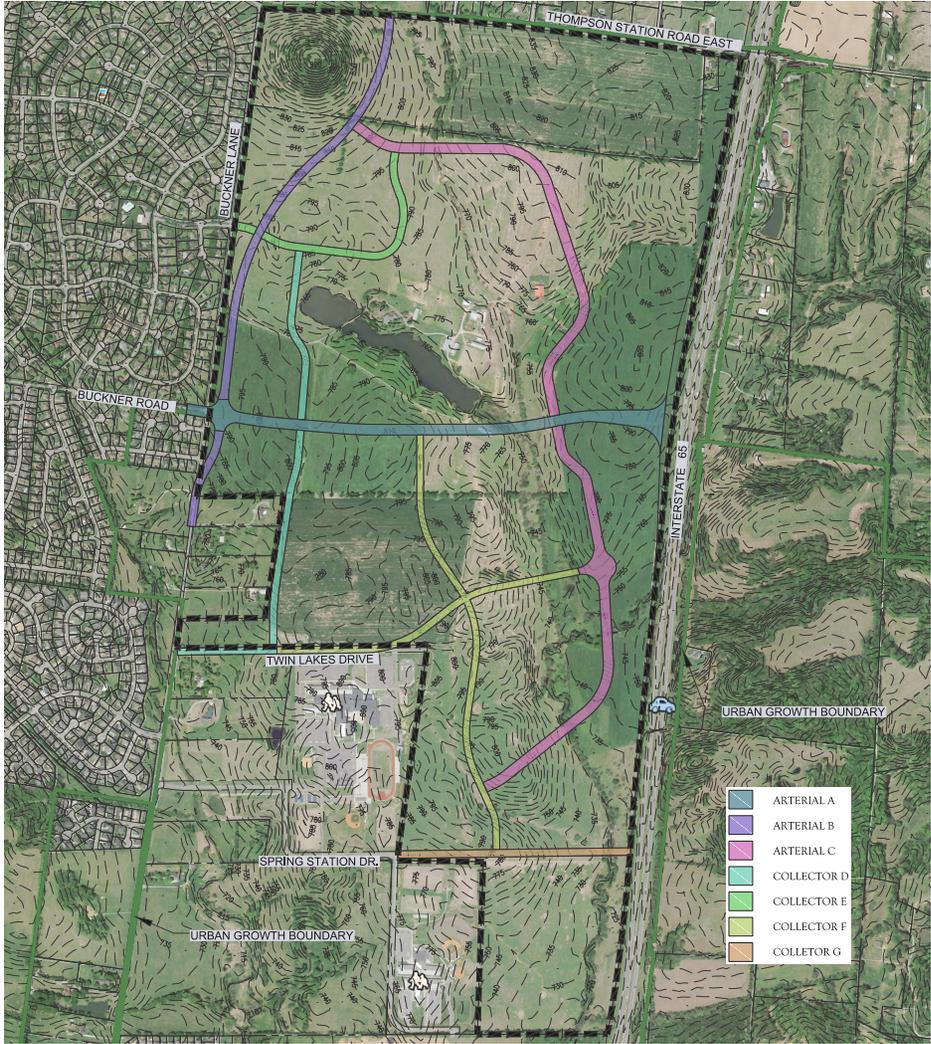
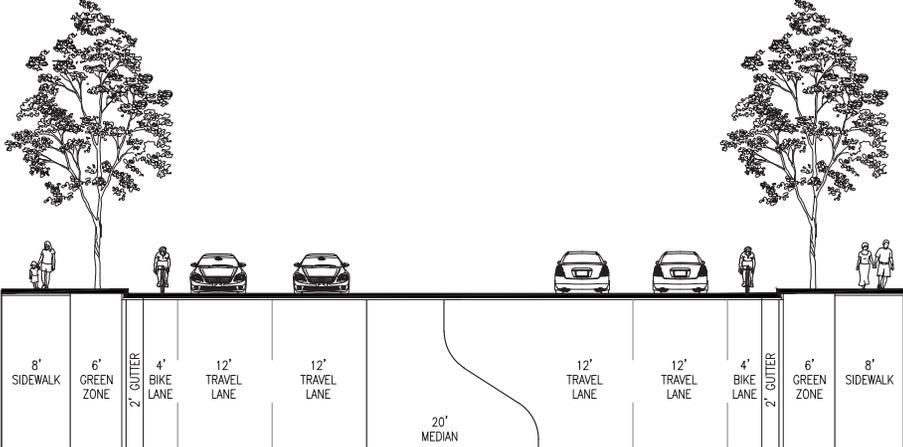
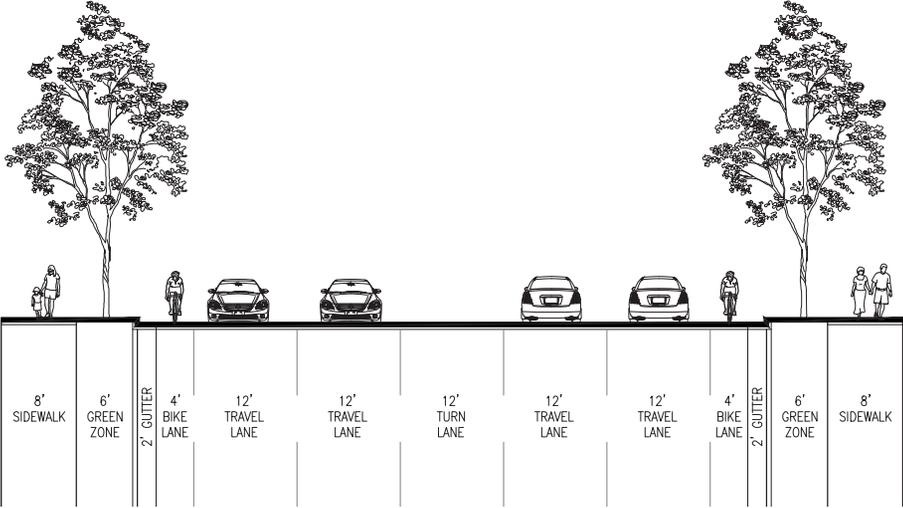


Table 7-1. Road Classifications

1. Arterial 'A' – Buckner Road Extension

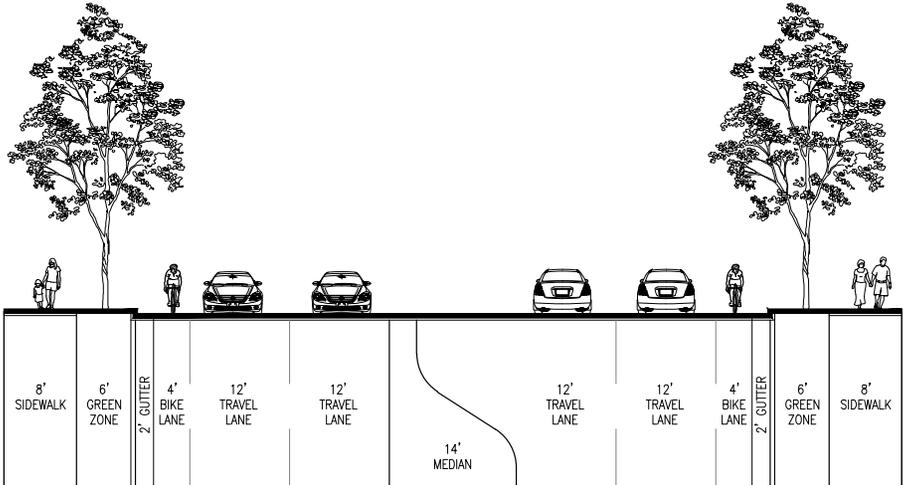


2. Arterial 'B' – Buckner Lane Widening and Realignment

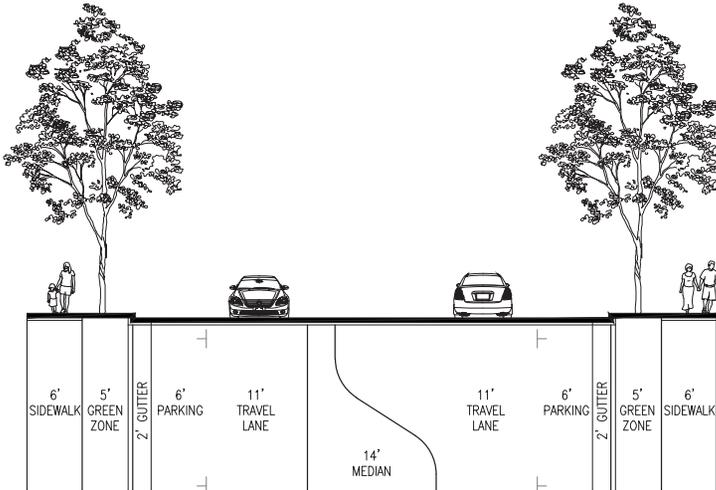


Street Standards

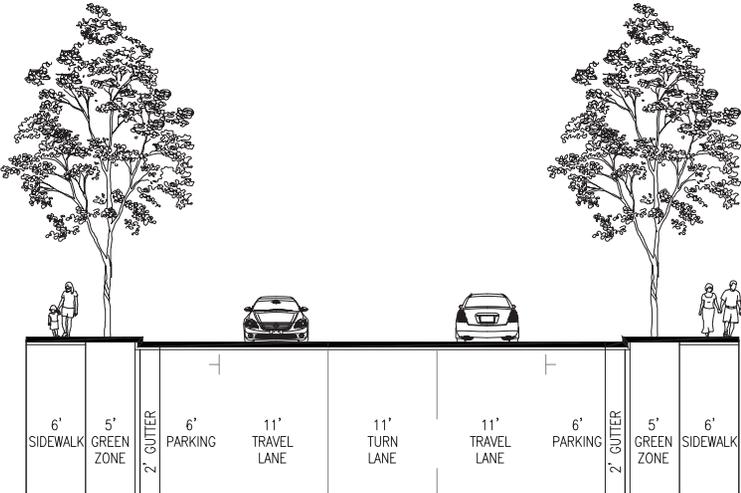
3. Arterial 'C' – Five Lane with Median and Pocket Turn Lanes



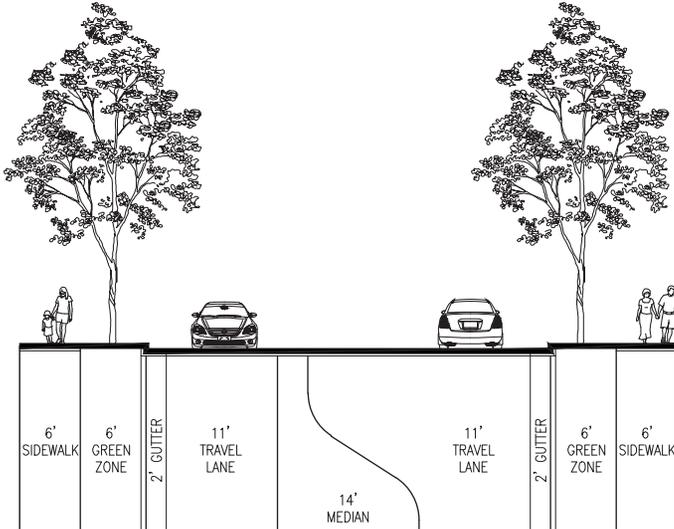
5. Residential Collector 'E' – 3-Lane Median Divided with Pocket Left Turns



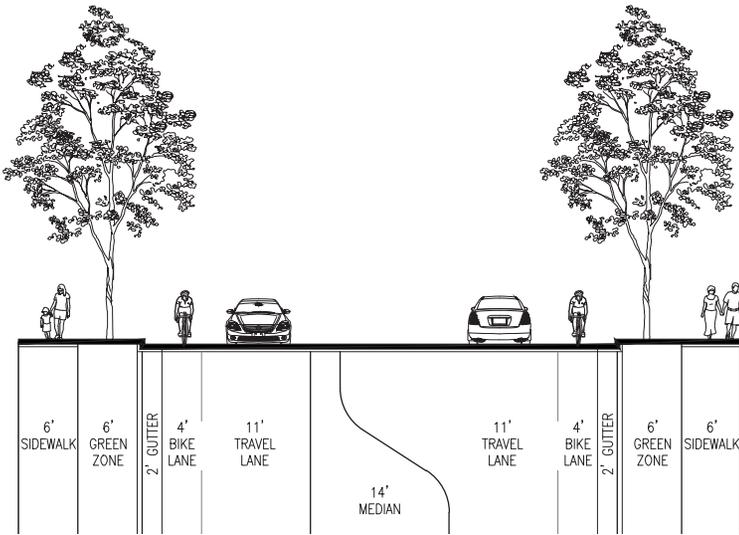
4. Major Collector 'D' – 3-Lane with On-Street Parking



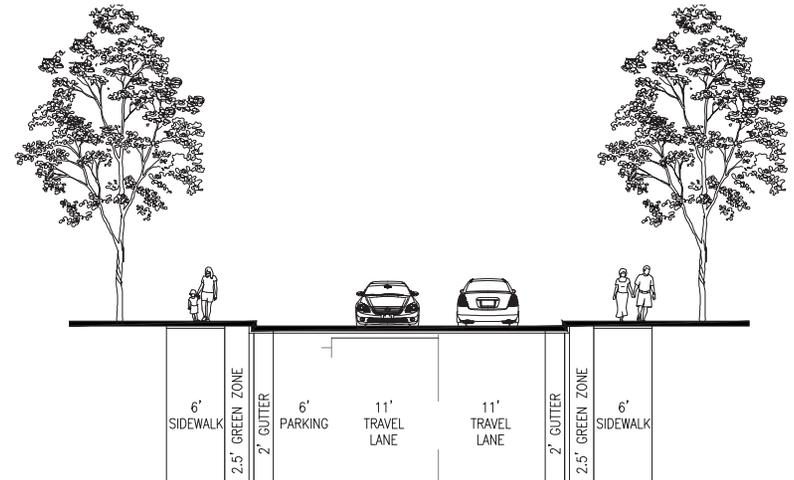
6. Minor Collector 'F' – 3-Lane with Median & Pocket Left Turns



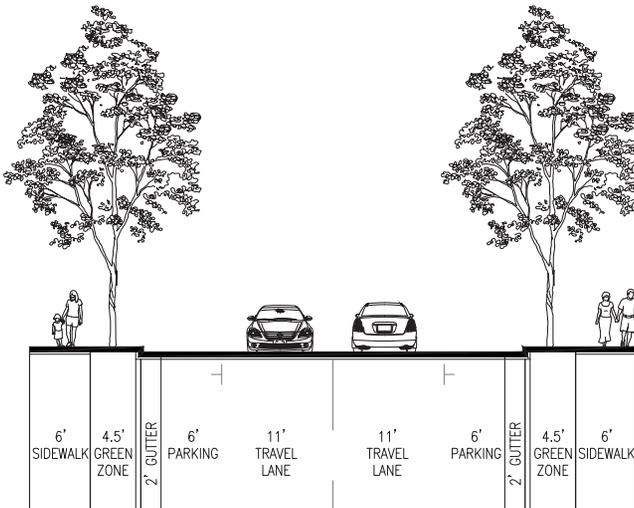
7. Major Collector 'G' – 3-Lane with Median & Pocket Left Turns



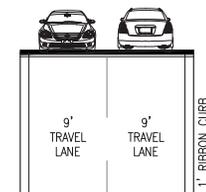
9. Local Street 'I' – 2 Lanes with On-Street Parking on One Side of Street



8. Local Street 'H' – 2 Lanes with On-Street Parking on Both Sides of Streets



10. Alley/Rear Lane 'A' – 2 Lanes





GENERAL STREET STANDARDS

- 1. Streets should be designed to provide connectivity with surrounding street system and street circulation system within the Gateway District.
- 2. Streets should be designed to provide safe and convenient access for vehicles, cyclists, and pedestrians within the Gateway District and surrounding community.
- 3. Streets shall include the installation of sidewalks on both sides of the street unless otherwise illustrated in typical street sections. Sidewalks shall be a minimum of 5 feet in width unless otherwise illustrated in typical street sections contained in Section 7, Street Standards.
- 4. Pedestrian crossings shall be provided at street intersections.
- 5. Bicycle lanes a minimum of four feet in width shall be installed along arterial streets. Bicycle lanes may be installed along collector streets.
- 6. All streets within the Gateway District should be constructed with curb and gutter unless otherwise illustrated in typical street sections.
- 7. Traffic calming measures shall be considered in street design to limit excessive traffic speeds through proper street layout including minimum street widths, short block lengths, raised medians, on-street parking, and other calming measures based upon street classification.
- 8. Roundabouts shall be permitted to manage traffic turn movements and provide traffic calming.
- 9. Raised or flush medians shall be allowed on arterial and collector streets. Median breaks shall be allowed where sufficient street geometrics are present.

- 10. On-street parking shall be allowed on local and collector streets as illustrated in typical street sections in Section 7-1. On-street parking may be parallel or angled parking as illustrated in typical sections and may include bulb-outs.
- 11. Street landscaping shall be permitted provided landscape materials do not obstruct vehicle sight distance in accordance with AASHTO standards.
- 12. Transit stops including associated shelters and pull-off lanes shall be permitted along streets located within the Gateway District.
- 13. Street furnishings including benches, bicycle racks, trash receptacles, etc., shall be permitted along all types of streets within a street furnishing zone located four feet behind back of curb.



Mountain High

PEDESTRIAN CIRCULATION

1. Pedestrian circulation shall be incorporated into design to enhance pedestrian movement and connectivity.
2. Pedestrian walkways shall be provided between parking areas, buildings and gathering places.
3. Benches, seat walls, trash receptacles, and other pedestrian amenities located along sidewalks shall not be placed in a manner to interfere with or obstruct pedestrian movement.

SIDEWALKS

1. Streets shall include the installation of sidewalks on both sides of the street unless otherwise illustrated in typical street sections.
2. Sidewalks shall be a minimum of five feet in width unless otherwise illustrated in typical street sections.
3. Widened sidewalks are encouraged along ground floor retail areas, courtyards and plazas, and outdoor cafes.
4. Pedestrian crossings shall be provided at street intersections.

WALKWAYS

1. Walkways shall be permitted that are either natural or improved surfaces and should be designed to accommodate multiple uses including pedestrian and cyclists. Improved surfaces may include asphalt, concrete or stone dust.
2. Walkways will connect with sidewalks to link neighborhoods with commercial office and retail areas and amenities located throughout the Gateway District.
3. Walkways should be designed to follow natural contours where practical with passing space or rest areas provided along steeper slopes.

4. Wayfinding, informational and interpretive signs shall be allowed along walkways.
5. Walkways shall be a minimum of five feet in width to allow for passing and walking two abreast. Multiuse walkways should be a minimum of eight feet in width.
6. Walkways that cross streets should intersect at 90 degrees and should include signage and/or markings on the walkway warning pedestrians of street crossing.
7. Walkways are encouraged to conveniently connect residential, commercial, office and institutional and recreational uses together along with connection to public transit.

SPRING HILL BICYCLE AND GREENWAY PLAN

The Gateway District will meet and ensure compliance with all requirements set forth in the Spring Hill Bicycle and Greenway Plan. As the extension of Buckner Road and specific parcel development occur, required improvements will be implemented as required by the Spring Hill Bicycle and Greenway Plan.

COMMON OPEN SPACE

Common open space is land area or water dedicated or reserved for the use and enjoyment of all owners and occupants of the Gateway District and its Subdistricts. The creation of common open space provides a variety of benefits including preserving green space and sensitive habitats, enhances property values, creating a stronger sense of community, linking the community together, providing gathering places, providing for a variety of passive and active recreational opportunities, and promoting a healthy lifestyle. The following standards shall apply to common open space:

1. Common open spaces shall contain amenities and other recreational uses beneficial to promoting a healthy lifestyle.

zoës KITCHEN



- Common open space may include passive recreational uses, active recreational uses, community gardens, and natural areas.
2. Common open space shall be conveniently located and accessible for land uses permitted within the Gateway District.
 3. Street furniture including benches, planters, trash receptacles, etc. shall be incorporated into open spaces and other natural features and walkways.
 4. The minimum open space requirement for the Gateway District shall be 20 percent measured in aggregate over the entire Gateway District. Individual phases of development may have less than 20 percent open space provided the overall open space for the entire Gateway District is 20 percent of the total land area.
 5. Common open spaces may include improved and unimproved land such as bodies of water, streams and buffers, slopes in excess of 15 percent, and environmentally sensitive areas.
 6. Formal open space located internal to parcels shall be designed to provide a mix of active and passive activity areas including features such as specialty hardscape, seating, plazas, entertainment venues, etc. A maximum of 50 percent of designated formal open spaces may contain plantings.
 7. Stormwater facilities and drainageways designed as an amenity shall count toward open space requirements.
 8. Courtyards, rooftop gardens, plazas and other similar gathering places shall count toward common open space requirements.

OWNERSHIP AND MAINTENANCE OF COMMON OPEN SPACE

1. Common open space shall either be conveyed to a public entity which will agree to maintain the common open space and any related improvements or be conveyed to a Property Owners Association (POA) for maintenance of the common open space.

2. An organization for the ownership and maintenance of any common open space shall be established and shall not be dissolved or shall it dispose of any common open space without first offering to dedicate such property to the City subject to the City accepting responsibility for ownership and maintenance of such property.

TRANSIT-SUPPORTIVE DESIGN

1. Transit-supportive design shall be provided to support the mix of land uses permitted in the Gateway District.
2. Sidewalks, walkways and pathways shall be provided to encourage pedestrian circulation and connectivity.
3. Bicycle parking and storage facilities are encouraged in commercial, office and mixed-use areas.
4. Parking areas and private parking structures may be utilized for ride-share and park-and-ride services.
5. Transit facilities including transit stops and shelters shall be permitted to support transit services.
6. Bus pullouts shall be allowed on all street types except Arterial streets. Bus pullouts should not be installed at mid-block locations.




Harris Teeter
Food Market And Pharmacy

Pharmacy

Access, Parking and Loading Area Standards

ACCESS

1. Curb cuts for entrances and service drives onto public streets shall not be located within 50 feet from the curb line of an intersecting street measured from the nearest point of the driveway.
2. Driveways shall not be constructed within the radius return of a street intersection.
3. Driveway width for non-residential land uses shall be a minimum of 12 feet and a maximum of 30 feet and a driveway or curb cut for non-residential land uses shall not be closer than 10 feet to any property line or closer than 40 feet to another curb cut or access drive on the same side of the street.
4. No more than two curb cuts shall be permitted for any property with frontage of 300 feet or less on any one street.
5. No driveway to an arterial shall be allowed within 125 feet of an intersecting road. On collector and local streets, no driveway shall be allowed within 30 feet of an intersecting road.
6. Left turn storage lanes and deceleration lanes shall be allowed on arterial streets.
7. Shared access easements shall be allowed along arterial, collector and local streets.

PARKING

1. Parking requirements for land uses located within each Subdistrict shall be as provided in [Table 9-1, Minimum Parking Requirements](#).
2. On-street parking shall be permitted on local and collector streets designed with sufficient width and may include angled or parallel parking spaces.
3. On-street parking spaces shall generally be a width of eight feet measured from face of curb and a length of twenty-two feet. On-street parking spaces may also be provided for motorcycles utilizing smaller space dimensions.

Use Type	Minimum number of spaces/1,000 sf.	Additional Requirements
Agricultural Uses		
Agricultural Use	---	2 spaces/dwelling unit
Residential Uses		
Single-family detached dwelling	---	2 spaces/dwelling unit
Single-family attached dwelling (excluding multifamily)	---	2 spaces/dwelling unit
Multifamily	---	0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces
Work/Live (including loft-style)	---	0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces
Senior Housing or Independent Living	---	1 space/housing unit
Community Living/Assisted Living/Retirement Home	---	1 space/housing unit
Residential above ground floor commercial	---	0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces
Office and Commercial Uses		
Office Use	3.3	
Convenience Store	4	
Financial/Bank	3.3	5 queue spaces for each service lane
Personal Services	2.5	
Medical Office	4	
Theater	4	1 space/4 seats
Retail and/or Commercial Use	4 spaces for structures up to 250,000 sf; 3.0 spaces for structure 250,000 sf or more	
Food Services (includes Grocery)	5 spaces	0.75 spaces/employee on largest shift
Restaurant (excluding outdoor dining area)	10 spaces	0.75 spaces/employee on largest shift
Restaurant - Drive-In/Drive-Through	7 spaces; if no dining area provided 1 space per 300 sf of building area	8 queue spaces for each service lane; Stacking lanes should be located to side or rear of building
Hotel	---	1 space/guest room; 0.75 spaces/employee on largest shift; 0.2 spaces/person of max. occupant load in assembly areas
Hospital	---	3 spaces/bed
Day Care	2	1 space/employee; 5 stacking/standing spaces
Public/Institutional Uses		
Place of Worship	---	1 space/ 5 seats
Schools and education facilities (including elementary, secondary, vocational, trade and colleges and universities)	---	1 space/5 seats, or 2 spaces/3 employees, or 1 space per 1,000 sf of gross floor area, whichever is greater
Public Buildings and Uses (including fire hall)	2	Additional parking may be required to accommodate shift changes
All other Civil and Institutional Uses	---	1 space/3 persons rated capacity

Table 9-1. Minimum Parking Requirements

Access, Parking and Loading Area Standards

4. Off-street parking spaces shall generally be a width of nine feet measured from face of curb and a length of eighteen feet.
5. Angled on-street parking shall utilize either a 45 degree or 60 degree orientation.
6. Required off-street parking shall be located on the same parcel with the primary use or structure unless otherwise permitted.
7. Off-street parking areas serving non-residential uses may be located in front yard provided the parking area is directly accessible to the main entrance of the tenant and is screened along the frontage facing the public street with a screening wall, berm, and/or landscaping materials.
8. Off-street parking areas serving multifamily residential shall be located in the rear or side yard and shall not be located in the front yard facing a public street.
9. Off-street parking shall be designed to minimize direct views of parked vehicles from the street right-of-way.
10. Off-street parking shall be designed with a hierarchy of circulation that includes interconnected drives and direct access to parking spaces.
11. Off-street parking areas should avoid large, unbroken expanses of pavement by dividing parking into small paved areas separated by landscaping, access drives, or structures.
12. Off-street parking areas shall be surfaced with asphalt, concrete, brick, or stone pavers installed and maintained to dispose of all surface water accumulation.
13. Off-street parking should be arranged for convenient and safe access of pedestrians and vehicles. Parking shall be designed to provide a continuous circulation pattern.
14. Parking garage structures shall meet all area, height, bulk and setback requirements for a permitted principal building in the Subdistrict in which the facility will be located.
15. Off-street parking areas shall not be used for the purpose of displaying equipment, material or supplies or for the sale, repair or dismantling of vehicles.
16. Off-street parking requirements may be reduced up to a total combined maximum of 25% by utilizing on-street parking, transit-friendly design, and/or shared parking based on the following criteria:
 - a. Off-street parking requirements may be reduced by one space for each on-street parking space provided (1:1 ratio) up to a maximum reduction of 25% of the total required off-street parking requirement with the provision on-street parking located along streets directly adjoining the property. On-street parking that does not directly abut the property shall not count toward the reduction in off-street parking requirements.
 - b. Off-street parking requirements may be reduced up to a maximum of 25% with the provision of transit supportive design to include elements such as installation of bicycle racks, preferred carpool parking spaces, and/or transit stops within ¼ mile of property to promote transit and alternative forms of transportation to reduce vehicle traffic.
 - c. Where two or more adjacent non-residential uses have distinct and different peak parking usage periods, off-street parking requirements may be reduced up to a maximum of 25% with the provision of shared parking. Shared parking spaces shall be located within 1,250 feet of the primary entrance of all uses served and should not be separated from the use they serve by an arterial or collector street.
 - d. A parking study shall be submitted when requesting a reduction in off-street parking requirements utilizing on-street parking, transit supportive design, and/or shared parking in order to quantify the appropriate reduction in required off-street parking.

BICYCLE FACILITIES

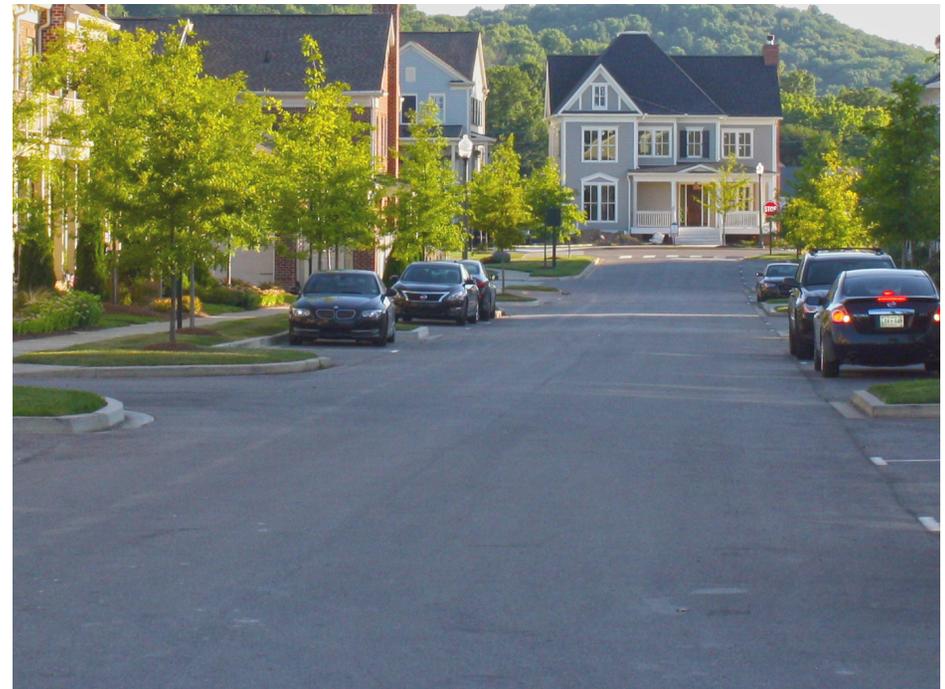
1. Adequate short and long-term bicycle parking facilities shall be provided in the Commercial-Retail (G-CR), Commercial-Office (G-CO) and Flex Subdistricts for non-residential uses. Multifamily, live-work, and residential above ground floor retail residential uses shall have adequate bicycle parking facilities for residents.
2. Short-term bicycle parking is encouraged for uses permitted in the Commercial-Retail (G-CR), Commercial-Office (G-CO) and Flex Subdistricts for non-residential uses, especially for shoppers, customers, messengers and other visitors to the site. Short-term bicycle parking facilities may include a single or tandem rack or other device to enable one or more bicycles to be secured. Short-term bicycle parking facilities when provided should be located conveniently to the entrance of the building such facilities serve.
3. Developments with surface or structured parking areas with 50 or more automobile parking spaces shall provide long-term bicycle parking facilities for employees, residents, and commuters, which shall comply with the following standards:



- a. Bicycle parking spaces shall be conveniently located, but in no case shall such facilities be located farther than 100 linear feet from the primary building entrance.
- b. One bicycle parking space shall be provided for every 20 off-street parking spaces
- c. The bicycle parking facility shall include a rack or other device to enable bicycles to be secured.

LOADING AREAS

1. Loading areas or similar spaces including loading docks, service entrances, and maintenance areas shall be shielded from view from adjacent public streets, pedestrian corridors and open spaces using screening measures in accordance with [Section 11, Screening Standards](#).





GENERAL LANDSCAPING

1. Existing trees to be preserved shall be protected during construction.
2. Plant materials used for erosion and sediment control and steep slopes should achieve 100 percent soil coverage within two years of installation.
3. Street Trees.
 - a. Street trees shall be planted along public streets a minimum of one shade tree planted along the frontage length at an average of 50-foot intervals. Spacing may vary slightly based upon residential types and to avoid conflicts with driveways, lighting, and street furnishings.
4. All shade tree species shall be classified as a large shade tree by industry standards. The minimum size at planting shall be 2 1/2-inch caliper and shall meet American Nursery Standards, current edition.

PARKING AREA LANDSCAPING STANDARDS

1. Off-street parking should be screened by landscaping or buildings.
2. Parking areas adjoining a public street shall be screened to a height of three feet by walls, berms, landscaping or a combination of these. If landscaping is used, the planting bed shall be a minimum of 6 feet wide and shall contain shade tree plantings at 40 foot intervals along the perimeter street.
3. Native plant materials are encouraged.
4. Plantings shall be evergreen for year-round screening and reach a minimum height of 24-inches at maturity.
5. Landscaping in parking areas shall be irrigated.
6. If berms are used, the berm shall be constructed a minimum of three feet tall with undulations for visual interest including openings for pedestrian pathways.

IRRIGATION

1. Irrigation shall be provided to ensure longevity and health of planting areas.
2. Irrigation systems and all irrigated landscape areas shall be automatically controlled.
3. Irrigation systems may include a combination of spray systems, drip systems, and other suitable systems based upon the irrigation needs of specific plant materials.
4. Irrigation systems shall be installed below ground with spray heads located flush with ground surface.
5. Irrigation backflow preventers shall be screened or concealed.

MAINTENANCE

1. Trees and landscape materials should be watered deeply to promote deep rooting and should be fertilized as recommended by horticultural practices for the species.
2. Trees and shrubbery should be pruned in accordance with recommended trimming standards for the species to maintain intended shapes and sizes and to ensure the health and safety of the public.
3. Dead plant materials shall be replaced with comparable plant materials.





BUFFER STANDARDS

1. Commercial, office, and multifamily residential parcels adjoining single family attached and detached residential neighborhoods shall provide landscaped buffers a minimum of 25 feet in width along common property lines consisting of a variety of evergreen and deciduous trees, shrubbery, and other landscape treatments to provide a visual screen between land uses.
2. The buffer yard should normally run parallel to the property. However, design variations, especially when used to incorporate natural vegetation and terrain features, shall be considered. The depth of the buffer yard may vary slightly along a property line provided that:
 - a. The total land area of the buffer yard is equal to or greater than the total land area required if the buffer yard ran parallel to the property line; and
 - b. Additional supplemental screening measures such as berms, walls and/or additional landscaping are provided where appropriate to ensure proper screening.
3. Berms, screening walls or fences may be utilized within buffer areas to further complement landscape buffers.
4. The use of earthen berms within a buffer yard may be incorporated into the design of the buffer yard provided disturbance to existing vegetation can be minimized.

GENERAL SCREENING

1. Mechanical Systems
 - a. Roof-mounted equipment including HVAC, exhaust fans, plumbing penetrations, solar equipment, telecommunication equipment, mechanical systems, and ventilation vents, shall not be visible from public streets. The use of parapet walls around the entire perimeter of flat roofs may be used to properly screen roof-mounted mechanical equipment from

public view.

- b. Ground-mounted equipment including HVAC and other building systems located on the outside of the building at ground level shall not be visible from public streets or public spaces.
 - c. For ground-mounted equipment, screening consisting of screening wall around the perimeter of the equipment with sufficient access for maintenance shall be provided.
 - d. Screening should include both a screening wall and landscaping around the perimeter of the wall.
2. Service and Loading Areas
 - a. Service and loading areas should be oriented toward the rear of buildings out of public view. Where service areas are in public view, proper screening measures that include a combination of a screening wall and landscaping shall be provided.
 - b. Refuse collection areas shall be screened with a screening wall a minimum of eight (8) feet in height (taller if a larger refuse container is utilized) with lockable gates.
3. Screening Walls
 - a. Screening walls should be designed with materials that complement the primary building and include landscaping to further enhance appearance.





GENERAL STANDARDS

1. Streetscapes

- a. Street lights shall be placed along the street for all street types except alleys/rear lanes.
- b. Street lights shall be spaced in accordance with the City of Spring Hill lighting design requirements with adjustments in location as needed in consideration of property line placement and landscaping.
- c. Street lights may be placed in medians where the median is of sufficient width to maintain a minimum distance of three feet or more from back of curb to the face of the light fixture pole.
- d. Street light fixtures shall be designed or shielded to prevent glare upon adjoining property and residential areas.
- e. Street light fixture locations shall be designed to avoid conflicts with landscape materials including trees.
- f. Street lights shall be sufficient to provide lighting along streets and sidewalks including street intersections and pedestrian crossings.



2. Parking Areas

- a. Light fixtures shall be provided within all parking areas.
- b. Light fixtures shall be recessed and directed downward or shielded to minimize glare to adjacent residential properties.
- c. Lighting shall be designed to provide adequate safety and uniform lighting throughout the entire parking area.

3. Other Public Spaces

- a. Pedestrian-scale lighting should be utilized in public spaces to encourage pedestrian activity throughout the community.
- b. Lighting in public spaces should define pedestrian spaces.
- c. Pedestrian-scale lighting should be placed at consistent intervals.
- d. Lighting shall be designed to minimize light spill onto adjacent residential areas.





PHILANTHROPY
FASHION COMPASSION

PHILANTHROPY
FASHION COMPASSION

GENERAL STANDARDS

The purpose of these signage standards is to establish specific sign standards that ensures signs are design for the purpose of identifying a business or location in an attractive and functional manner. The following general standards shall apply to signage in the Gateway District:

1. A sign plan shall be submitted with the Site Development Plan for each phase of development that details the size and location, materials and illumination of each sign.
2. All permanent, on premise signage shall be constructed of rigid, durable, low-maintenance, weather-resistant material such as wood, MDO plywood, hard plastic, aluminum, steel, glass, Plexiglas, fiberglass or other approved composite material.
3. Appropriate materials for sign background or supports included brick, natural stone, wood, EIFS used in combination with brick or stone, and metal panels when used with brick or stone. Prohibited materials for sign backgrounds or supports include exposed metal poles, smooth-face concrete block, and metal panels or plastic when used without brick or natural stone accents.
4. On premises, permanent signage should not be constructed of non-rigid materials including, but not limited to, vinyl, fabric, canvas, or corrugated plastic with the exception of approved permitted canopies, awnings and porticoes.
5. Signs shall be constructed in accordance with applicable provisions of the National Electric Code including providing a minimum horizontal and vertical clearance from electrical lines.
6. The height of freestanding signs shall be measured from the average finished grade at the base of the sign to the highest element of the sign.
7. Sign area shall include the total area of the sign including background, frame, ornamentation and copy area.
8. Signs shall not be located so as not to obscure the view of

pedestrians or vehicular traffic as defined by AASHTO standards.

9. Signs, together with their supporting structure, shall be maintained in good, safe repair and shall be maintained in quality condition, including periodic application of paint or other weatherproofing materials to prevent rust or decay.
10. Private development signage shall not be placed on public property or within a public right-of-way.

PERMITTED SIGNS

Permitted Signs allowed within the Gateway District and Subdistricts shall be as provided in [Table 13-1](#). The following signs shall be permitted in the various subdistricts located within the Gateway District.

Table of Permitted Signs by Subdistrict					
Permitted Sign Type	Subdistricts				
	Gateway - Residential	Gateway - Residential/ Mixed Use	Gateway - Commercial Retail	Gateway - Commercial Office	Gateway - Future Flex
Wall Sign		P	P	P	P
Awning Sign		P	P	P	P
Canopy Sign		P	P	P	P
Projecting Sign		P	P	P	P
Hanging Sign		P	P	P	P
Window Sign		P	P	P	P
Monument Sign	P	P	P	P	P
Monument Sign (Multiple Tenant)			P	P	P
Skyline Sign				P	P
Entry Sign	P	P	P	P	P
Menu Board Sign			P	P	P
Sandwich Board Sign		P	P	P	P
Temporary Sign	P	P	P	P	P

Table 13-1. Permitted Signs by Subdistrict

Sign Standards

1. Wall Sign

A wall sign is a building sign that is attached parallel to the building façade. A wall sign may be painted on the building façade. The following standards shall apply:

- a. Wall signs shall complement architectural elements and details.
- b. A wall sign cannot project more than 14 inches from the building façade on which it is installed.
- c. Should the wall sign have an exposed raceway, the raceway shall be finished to match the building façade.
- d. For multiple tenants located on a ground floor, one (1) wall sign shall be permitted for each tenant with an exterior entrance.
- e. For a property facing more than one public street, one (1) wall sign shall be permitted for each façade facing a public street not to exceed a maximum of two (2) wall signs per property. Wall signs shall not be permitted on any façade where a



Skyline Sign has been installed on the same building façade.

- f. A wall sign shall have a maximum sign area of 1.5 square feet of sign area per 1 linear foot of building façade or 36 square feet, whichever is greater.
- g. Wall signs may be internally or externally illuminated. External illumination shall be directed upon the sign area.

2. Awning Sign

A sign displayed on an awning or canopy face that is attached to the front façade of a building. The following standards shall apply:

- a. One awning sign shall be permitted per awning and shall be placed on the valance portion of the awning only.
- b. Buildings with frontage upon two or more public streets may have a one awning sign per awning for each street not to exceed a total of two awning signs for the entire building or tenant space.
- c. Maximum sign area for awning sign shall be 25 percent of the awning face.
- d. Awning signs shall not extend more than 10 feet from the building façade face.
- e. Awnings signs shall not be internally or externally illuminated.

3. Canopy Sign

A sign that is attached to a rigid structure that may be attached to a building façade and may be supported by columns, posts or braces extending to the ground. The following standards shall apply:

- a. One canopy sign per building façade face.
- b. The canopy sign shall be placed on the valance portion of the canopy only.
- c. The canopy sign shall not exceed 25 percent of the canopy

face.

- d. The canopy sign shall not project above or below the canopy or roofline.
- e. No more than one canopy sign shall be allowed for any leasable tenant space.
- f. Canopy signs shall not be internally or externally illuminated.

4. Projecting Sign

A sign attached to a building and extending in whole or part more than eighteen inches beyond the façade of the building. The following standards shall apply:

- a. The projecting sign shall not be located lower than eight feet above ground level.
- b. Maximum sign area shall be six square feet per face with an aggregate of twelve square feet for both sides of sign.
- c. Projecting sign shall only be located above the ground level of the building.



- d. The projecting sign shall not project more than four feet from the building façade on which it is affixed.
- e. The projecting sign shall be mounted perpendicular to the building façade on which it is affixed.
- f. No more than one projecting sign shall be allowed for any leasable tenant space.
- g. Projecting signs shall not be internally or externally illuminated.

5. Hanging Sign

A sign suspended from and located entirely beneath a covered porch, portico, covered walkway or awning. The following standards shall apply:

- a. One hanging sign is permitted per building façade face per tenant.
- b. Maximum sign area shall be four square feet with an aggregate of eight square feet.
- c. Minimum ground clearance shall be eight feet and shall not extend more than four feet from the building façade face.
- d. Hanging signs shall not be mounted above the roofline.
- e. Hanging signs shall not be internally or externally illuminated.

6. Window Sign

A sign located fully within the interior of a building and mounted within 2 feet of the inside of a window or grouping of windows or door. The following standards shall apply:

- a. A window sign shall not exceed 30 percent of the aggregate window and door area.
- b. Window signs shall only be permitted on the ground floor of a building.
- c. Window signs may be painted on the interior of the window or constructed of vinyl, paper, cloth or other similar material.

Sign Standards

- d. Signs containing hours of operation or names of professionals shall not exceed six square feet and shall not be calculated as part of total allowable window sign area.
- e. Visible exposed neon and LED signs are not allowable window signs.

7. Monument Sign

A ground-mounted sign that is attached along its entire perimeter to a continuous pedestal constructed of brick and/or stone and located on the same parcel. The following standards shall apply:

- a. A monument sign must be set back a minimum of 10 feet from the front property line.
- b. Each property facing a public street is permitted one (1) monument sign per street. Where a property has more than two separate street frontages, only two (2) monument signs shall be permitted with no more than one (1) monument sign per street.
- c. The maximum height of a monument sign facing an arterial street is 10 feet. The maximum height of a monument sign facing a collector, boulevard or local street is 5 feet. Maximum height shall be measured from the average finished grade of the pedestal supporting the sign.
- d. The maximum sign area per sign face for a monument sign facing an arterial street is 64 square feet. The maximum sign area per sign face for a monument sign facing a collector, boulevard or local street is 48 square feet.
- e. The base of the sign shall be a minimum of two feet in height.
- f. The base shall be fully landscaped.
- g. Monument signs may be internally or externally illuminated.
- h. Businesses selling motor fuel to the public may have one permanently mounted fuel price sign located within the permitted monument sign. The sign area for the fuel sign shall

not exceed 24 square feet per sign face and shall be combined with the maximum allowable sign area for a monument sign based upon the street classification of street upon which the monument sign is located. Only one fuel price sign shall be permitted on a property regardless of the number of street frontages.



8. Monument Sign (Multi-tenant non-residential uses)

A ground-mounted sign serving multiple tenants that is attached along its entire perimeter to a continuous pedestal constructed of brick and/or stone and located on the same parcel. The following standards shall apply:

- a. A multi-tenant monument sign shall be permitted for a property containing five (5) or more tenants located in a single building or multiple buildings on the same property. The sign must be located on the same property that each tenant occupies.
- b. The sign shall be designed to complement the architecture and materials of the primary building(s) located on the property.

- c. The monument sign shall be set back a minimum of 15 feet from the front property line.
- d. One multitenant monument sign shall be permitted for a parcel containing multiple tenants.
- e. The maximum height of the monument sign facing an arterial street is 12 feet. The maximum height of a monument sign facing a collector, boulevard or local street is 10 feet. Maximum height shall be measured from the average finished grade of the pedestal supporting the sign.
- f. The maximum sign area per sign face for a monument sign facing an arterial street is 96 square feet. The maximum sign area per sign face for a monument sign facing a collector, boulevard or local street is 64 square feet.
- g. The base of the sign shall be a minimum of two feet in height.
- h. Monument signs for multiple tenants may be internally or externally illuminated. External illumination shall be directed solely upon the sign area.

9. Skyline Sign

A building sign attached parallel to the façade of a building and located on the upper band of a building. The following standards shall apply:

- a. A building sign attached flat to or mounted away from the building façade. The skyline sign may be parallel to the building façade and shall be located in the upper band of a building
- b. A skyline sign is only allowed on a building greater than 75 feet in height.
- c. The maximum area of a skyline sign is 400 square feet.
- d. The maximum height of a skyline sign is 14 feet.
- e. The maximum width of a skyline sign is 30 percent of the façade length.

- f. No portion of the skyline sign shall extend above the roof line or above the parapet wall of a building with a flat roof.
- g. No more than one skyline sign per façade facing a public street is allowed.
- h. No wall signs are permitted on façade utilized for skyline sign.
- i. Raceways are not permitted on skyline signs.
- j. A skyline sign may be internally illuminated.



10. Entry Sign

An illuminated or non-illuminated entry sign that is either free-standing or placed on the face of an entrance wall to a development. The following standards shall apply:

- a. Free-standing entry signs shall be located within a common open space or a private lot with an easement dedicated to a property owners association for access and maintenance of the sign.

Sign Standards

- b. One entry sign shall be allowed if located within a median of a primary entrance if within a common open space and not within the public right-of-way.
- c. Only one entry sign shall be allowed on each side of a primary entrance.
- d. An entry sign may be incorporated into the design of an entry wall located on either side of an entryway.
- e. Maximum sign area for an entry sign shall be 32 square feet per side with a total of 64 square feet aggregate for both sides for a sign placed in a median.
- f. Maximum height shall be six feet measured from average finished grade at base of sign.
- g. The base of the entry sign shall be landscaped.
- h. Entry signs may be externally illuminated provided the light source is shielded from adjacent buildings and streets. External illumination shall be directed solely upon the sign area.

11. Menu Board Sign

A permanently mounted sign used in conjunction with a restaurant providing drive-through services. The following standards shall apply:

- a. Menu boards shall be permitted for restaurants providing drive-through services.
- b. One menu board sign is permitted per restaurant and may be free-standing or wall-mounted.
- c. Menu boards shall not be located within the required front yard of a property.
- d. Maximum sign area for a menu board sign shall be 24 square feet.

- e. Maximum height of six feet measured from average finished grade at base of sign.
- f. Menu board signs may be internally illuminated.

12. Sandwich Board Sign

A portable sign that is self-supporting on the ground with two flat faces constructed of durable materials. The following standards shall apply:

- a. Sandwich board signs shall be constructed of quality and durable wood or metal. Grained plywood shall not be an acceptable materials.
- b. Edges shall be covered with molding.
- c. Sandwich boards shall not utilize changeable copy.
- d. Erasable slate chalk boards shall be permitted.



13. Temporary Sign

Temporary signs are not permanently anchored to the ground or affixed to a structure and are not considered a portable sign. The following standards shall apply:

- a. Maximum sign area for a temporary sign shall be 32 square feet per side with a total of 64 square feet aggregate for both sides.
- b. Maximum height of six feet measured from average finished grade at base of sign.
- c. Minimum set back of fifteen feet unless otherwise regulated. The temporary sign shall not obstruct pedestrian or vehicular visibility.
- d. No more than one temporary sign shall be allowed per parcel.

PROHIBITED SIGNS

Prohibited signs in the Gateway District shall include airborne signs, animated signs, balloons, banners, billboards, blade banners, electronic display screen signs (except a menu board sign), electronic message center signs, feather flags flashing signs, inflatable signs, off premise signs, portable signs, private signs on utility poles, pennants, portable signs, roof signs, rotating signs, snipe or hand-tacked signs, streamers, stringers, vehicle or trailer signs, and wind signs. Signs shall not be located in a public right-of-way. Search lights, beacons, or similar devices are prohibited. Signs emitting audible sound, odor or visible matter such as smoke or steam shall be prohibited.

SIGNS EXCLUDED FROM REGULATION

Excluded signs as referenced in the Zoning Ordinance of Spring Hill as amended shall be excluded in the Gateway District with the exception of those signs specifically permitted in the Gateway District.

SIGN ILLUMINATION

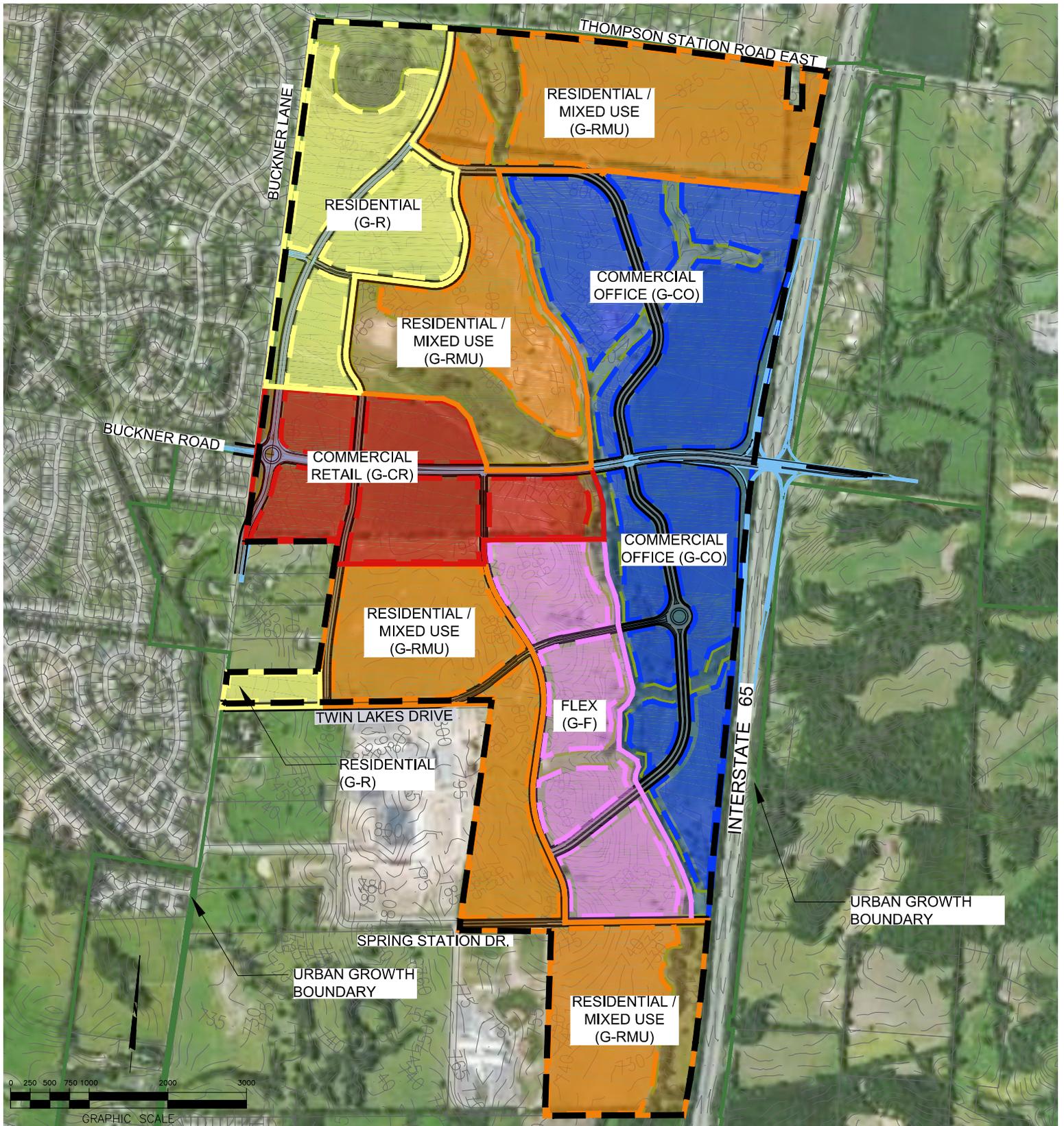
1. External illumination shall be permitted provided the illumination is a white, steady, stationary light of reasonable intensity that does not move or change color and is directed solely at the sign.
2. The external light source shall be shielded from adjacent properties, streets and sidewalks and shall not be of sufficient brightness to cause glare or other nuisances to adjacent properties.
3. Internal illumination shall be permitted provided the internal illumination provides white, steady, stationary lighting through translucent materials that does not move or change colors.
4. Channel letters may be internally lit or back-lit.
5. No sign shall contain or be illuminated by flashing or intermittent lights.
6. Visible transformers are prohibited.
7. Interior or exterior illumination shall not be of such intensity as to cause glare or impair vision for pedestrians or vehicular traffic.
8. Neon, rope lighting or bare light bulbs in any form on a sign or the exterior of a building or any other structure is prohibited.



Southeast Venture
REAL ESTATE • DESIGN • DEVELOPMENT



Littlejohn
A Division of S&ME



COMMERCIAL OFFICE ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register's Office of Williamson County, Tennessee (ROWC). Bounded on the north, south and west by the remainder of said Buckner Lane Partners, LP, and on the east by western Right of Way (ROW) of Interstate 65. Tract being more particularly described as follows:

POINT OF COMMENCEMENT lying on the intersection of the western ROW of said Interstate 65 and the southern ROW of Thompson Station Road East; thence with the western ROW of said Interstate 65, South 10°57'54" West 1100.29 feet to the true POINT OF BEGINNING; thence continuing with said ROW of Interstate 65, South 10°57'54" West 1495.94 feet to a point; thence South 11°07'09" West 377.25 feet to a point; thence with a curve to the left having a length of 1101.70 feet, a radius of 11756.58 feet, a central angle of 05°22'09", and having a chord bearing and distance of South 08°16'16" West 1101.29 feet to a point; thence South 05°34'11" West 774.00 feet to a point; thence North 85°21'16" West 30.00 feet to a point; thence South 05°33'36" West 547.76 feet to a point; thence South 84°26'25" East 30.00 feet to a point; thence South 05°33'12" West 2439.16 feet to a point; thence leaving said ROW with a new line, South 89°14'35" West 151.09 feet to a point; thence North 00°45'25" West 182.87 feet to a point; thence North 10°13'59" West 118.44 feet to a point; thence North 21°14'58" West 159.43 feet to a point; thence North 24°43'52" West 263.68 feet to a point; thence North 28°13'48" West 338.58 feet to a point; thence North 28°16'52" West 344.50 feet to a point; thence North 06°00'17" East 49.73 feet to a point; thence North 19°41'00" East 77.33 feet to a point; thence North 13°38'54" West 58.87 feet to a point; thence North 55°47'40" West 98.68 feet to a point; thence North 58°09'16" West 97.18 feet to a point; thence North 00°00'08" West 77.98 feet to a point; thence North 02°37'21" East 134.40 feet to a point; thence North 00°20'09" West 134.72 feet to a point; thence North 46°59'39" East 96.09 feet to a point; thence North 28°28'55" East 94.67 feet to a point; thence North 04°38'35" East 64.35 feet to a point; thence North 13°36'14" West 184.66 feet to a point; thence North 12°59'06" West 247.29 feet to a point; thence North 12°32'55" West 159.84 feet to a point; thence North 02°23'12" West 167.72 feet to a point; thence North 11°07'51" West 98.94 feet to a point; thence North 20°15'19" West 210.66 feet to a point; thence North 05°46'19" West 189.93 feet to a point; thence North 05°16'12" West 134.38 feet to a point; thence North 01°14'56" West 319.67 feet to a point; thence North 15°05'31" West 161.96 feet to a point; thence North 20°54'49" West 182.72 feet to a point; thence North 02°22'12" West 322.13 feet to a point; thence North 06°52'01" West 177.26 feet to a point; thence North 01°24'39" West 151.78 feet to a point; thence North 09°51'32" West 232.78 feet to a point; thence North 15°29'44" West 144.55 feet to a point; thence North 24°51'47" West 136.45 feet to a point; thence North 33°54'13" West 232.27 feet to a point; thence North 42°50'40" West 168.68 feet to a point; thence North 23°00'23" West 124.31 feet to a point; thence North 17°46'10" West 240.96 feet to a point; thence North 12°20'44" West 145.81 feet to a point; thence North 05°31'14" West 142.44 feet to a point; thence North 27°54'12" West 359.49 feet to a point; thence North 20°47'06" West 126.38 feet to a point; thence North 14°12'26" West 221.14 feet to a point; thence South 89°30'42" East 1009.18 feet to a point; thence South 82°59'09" East 612.48 feet to a point; thence South 84°04'39" East 1187.40 feet to the point of beginning.

Tract contains 9,123,808 square feet, or 209.45 acres.

Bearings based on Tennessee State Plane Coordinate System.

COMMERCIAL RETAIL ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register's Office of Williamson County, Tennessee (ROWC) and a portion of Lots 14-17 of the Final Plat of Section One of Twin Lakes Subdivision as recorded in Plat Book 12, Page 115, ROWC. Bounded on the north, east and south by the remainder of said Buckner Lane Partners, LP, on the south by the remainder of said Lots 14-17 and by Lot 1 of said Final Plat of Section One of Twin Lakes Subdivision, and on the west by the eastern Right of Way (ROW) of Buckner Lane. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the eastern ROW of said Buckner Lane and being the southwest corner of the tract being described; thence with the eastern ROW of said Buckner Lane, North 07°42'54" East 1436.13 feet to a point; thence South 85°37'19" East 1460.70 feet to a point; thence South 88°36'13" East 147.31 feet to a point; thence South 66°03'21" East 141.48 feet to a point; thence South 42°27'39" East 170.26 feet to a point; thence South 19°39'56" East 448.69 feet to a point; thence South 00°08'29" East 52.50 feet to a point; thence North 89°51'31" East 589.76 feet to a point; thence with a curve to the left having a length of 369.65 feet, a radius of 3000.00 feet, a central angle of 07°03'35", and having a chord bearing and distance of North 86°19'44" East 369.42 feet to a point; thence South 20°54'49" East 193.01 feet to a point; thence South 15°05'31" East 161.96 feet to a point; thence South 01°14'56" East 319.67 feet to a point; thence South 89°38'08" West 1101.50 feet to a point; thence South 00°23'56" East 40.67 feet to a point; thence with a curve to the left having a length of 180.71 feet, a radius of 1000.00 feet, a central angle of 10°21'14", and having a chord bearing and distance of South 05°19'06" East 180.46 feet to a point; thence North 89°59'59" West 1383.10 feet to a point; thence North 07°51'40" East 213.43 feet to a point; thence South 89°47'59" West 829.94 feet to the point of beginning.

Tract contains 3,712,412 square feet, or 85.23 acres.

Bearings based on Tennessee State Plane Coordinate System.

FLEX ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register's Office of Williamson County, Tennessee (ROWC) and a portion of Lot 14 of the Final Plat of Section One of Twin Lakes Subdivision as recorded in Plat Book 12, Page 115, ROWC. Bounded on the north, east, south and west by the remainder of said Buckner Lane Partners, LP and on the east by the remainder of said Lot 14. Tract being more particularly described as follows:

POINT OF COMMENCEMENT lying on the intersection of the western ROW of Interstate 65 and the southern ROW of Thompson Station Road East; thence South 09°05'16" West 7853.12 feet to the true POINT OF BEGINNING; thence South 89°14'35" West 1155.33 feet to a point; thence North 00°45'25" West 225.45 feet to a point; thence with a curve to the left having a length of 206.91 feet, a radius of 500.00 feet, a central angle of 23°42'37", and having a chord bearing and distance of North 12°36'43" West 205.44 feet to a point; thence North 24°28'02" West 383.11 feet to a point; thence with a curve to the right having a length of 569.60 feet, a radius of 1000.00 feet, a central angle of 32°38'08", and having a chord bearing and distance of North 08°08'58" West 561.93 feet to a point; thence North 08°10'06" East 570.30 feet to a point; thence with a curve to the left having a length of 734.24 feet, a radius of 1000.00 feet, a central angle of 42°04'09", and having a chord bearing and distance of North 12°51'58" West 717.86 feet to a point; thence North 33°54'03" West 378.18 feet to a point; thence with a curve to the right having a length of 408.50 feet, a radius of 1000.00 feet, a central angle of 23°24'20", and having a chord bearing and distance of North 22°11'53" West 405.67 feet to a point; thence with a curve to the right having a length of 180.71 feet, a radius of 1000.00 feet, a central angle of 10°21'14", and having a chord bearing and distance of North 05°19'06" West 180.46 feet to a point; thence North 00°23'56" West 40.67 feet to a point; thence North 89°38'08" East 1101.50 feet to a point; thence South 05°16'12" East 134.38 feet to a point; thence South 05°46'19" East 189.93 feet to a point; thence South 20°15'19" East 210.66 feet to a point; thence South 11°07'51" East 98.94 feet to a point; thence South 02°23'12" East 167.72 feet to a point; thence South 12°32'55" East 159.84 feet to a point; thence South 12°59'06" East 247.29 feet to a point; thence South 13°36'14" East 184.66 feet to a point; thence South 04°38'35" West 64.35 feet to a point; thence South 28°28'55" West 94.67 feet to a point; thence South 46°59'39" West 96.09 feet to a point; thence South 00°20'09" East 134.72 feet to a point; thence South 02°37'21" West 134.40 feet to a point; thence South 00°00'08" East 77.98 feet to a point; thence South 58°09'16" East 97.18 feet to a point; thence South 55°47'40" East 98.68 feet to a point; thence South 13°38'54" East 58.87 feet to a point; thence South 19°41'00" West 77.33 feet to a point; thence South 06°00'17" West 49.73 feet to a point; thence South 28°16'52" East 344.50 feet to a point; thence South 28°13'48" East 338.58 feet to a point; thence South 24°43'52" East 263.68 feet to a point; thence South 21°14'58" East 159.43 feet to a point; thence South 10°13'59" East 118.44 feet to a point; thence South 00°45'25" East 182.87 feet to the point of beginning.

Tract contains 3,436,295 square feet, or 78.89 acres.

Bearings based on Tennessee State Plane Coordinate System.

RESIDENTIAL ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register's Office of Williamson County, Tennessee (ROWC). Bounded on the north by the southern Right of Way (ROW) of Thompson Station Road East, on the east and south by the remainder of said Buckner Lane Partners, LP, and on the west by the eastern ROW of Buckner Lane. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the intersection of the southern ROW of said Thompson Station Road East and the eastern ROW of said Buckner Lane; thence with the southern ROW of Thompson Station Road East, South 87°06'42" East 621.40 feet to a point; thence South 86°10'20" East 542.84 feet to a point; thence leaving said ROW with a new line, South 04°02'33" West 65.22 feet to a point; thence with a curve to the right having a length of 1042.00 feet, a radius of 1800.00 feet, a central angle of 33°10'04", and having a chord bearing and distance of South 20°37'35" West 1027.51 feet to a point; thence South 53°18'11" East 248.11 feet to a point; thence with a curve to the left having a length of 248.98 feet, a radius of 500.00 feet, a central angle of 28°31'53", and having a chord bearing and distance of South 67°34'08" East 246.42 feet to a point; thence South 08°09'56" West 129.84 feet to a point; thence with a curve to the left having a length of 247.73 feet, a radius of 500.00 feet, a central angle of 28°23'16", and having a chord bearing and distance of South 06°01'42" East 245.20 feet to a point; thence South 20°13'20" East 109.56 feet to a point; thence with a curve to the right having a length of 290.80 feet, a radius of 500.00 feet, a central angle of 33°19'24", and having a chord bearing and distance of South 03°33'38" East 286.72 feet to a point; thence South 13°06'04" West 111.38 feet to a point; thence with a curve to the right having a length of 365.55 feet, a radius of 250.00 feet, a central angle of 83°46'43", and having a chord bearing and distance of South 54°59'25" West 333.85 feet to a point; thence North 83°07'13" West 708.97 feet to a point; thence South 06°52'47" West 684.18 feet to a point; thence with a curve to the left having a length of 224.75 feet, a radius of 338.79 feet, a central angle of 38°00'36", and having a chord bearing and distance of South 12°07'31" East 220.66 feet to a point; thence South 33°42'10" East 80.02 feet to a point; thence with a curve to the right having a length of 123.68 feet, a radius of 300.00 feet, a central angle of 23°37'13", and having a chord bearing and distance of South 21°53'33" East 122.80 feet to a point; thence North 85°37'19" West 852.96 feet to a point lying on the eastern ROW of said Buckner Lane; thence with said ROW, North 07°42'54" East 3256.92 feet to a point; thence North 11°24'07" East 44.74 feet to a point; thence with a curve to the right having a length of 92.44 feet, a radius of 65.00 feet, a central angle of 81°29'11", and having a chord bearing and distance of North 52°08'43" East 84.85 feet to the point of beginning.

Tract contains 3,830,376 square feet, or 87.93 acres.

Bearings based on Tennessee State Plane Coordinate System.

RESIDENTIAL/MIXED USE 1 ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register's Office of Williamson County, Tennessee (ROWC). Bounded on the north by the southern Right of Way (ROW) of Thompson Station Road East and by the Minor Subdivision of 2809 Thompson Station as recorded in Plat Book 13, Page 122, on the east by the western ROW of Interstate 65, on the south and west by the remainder of said Buckner Lane Partners, LP. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the intersection of the western ROW of said Interstate 65 and the southern ROW of said Thompson Station Road East; thence with the western ROW of said Interstate 65, South 10°57'54" West 1100.29 feet to a point; thence leaving said ROW of Interstate 65 with a new line, North 84°04'39" West 1187.40 feet to a point; thence North 82°59'09" West 612.48 feet to a point; thence North 89°30'42" West 1009.18 feet to a point; thence South 14°12'26" East 221.14 feet to a point; thence South 20°47'06" East 126.38 feet to a point; thence South 27°54'12" East 359.49 feet to a point; thence South 05°31'14" East 142.44 feet to a point; thence South 12°20'44" East 145.81 feet to a point; thence South 17°46'10" East 240.96 feet to a point; thence South 23°00'23" East 124.31 feet to a point; thence South 42°50'40" East 168.68 feet to a point; thence South 33°54'13" East 232.27 feet to a point; thence South 24°51'47" East 136.45 feet to a point; thence South 15°29'44" East 144.55 feet to a point; thence South 09°51'32" East 232.78 feet to a point; thence South 01°24'39" East 151.78 feet to a point; thence South 06°52'01" East 177.26 feet to a point; thence South 02°22'12" East 322.13 feet to a point; thence North 20°54'49" West 10.29 feet to a point; thence with a curve to the right having a length of 369.65 feet, a radius of 3000.00 feet, a central angle of 07°03'35", and having a chord bearing and distance of South 86°19'44" West 369.42 feet to a point; thence South 89°51'31" West 589.76 feet to a point; thence North 00°08'29" West 52.50 feet to a point; thence North 19°39'56" West 448.69 feet to a point; thence North 42°27'39" West 170.26 feet to a point; thence North 66°03'21" West 141.48 feet to a point; thence North 88°36'13" West 147.31 feet to a point; thence North 85°37'19" West 607.74 feet to a point; thence with a curve to the left having a length of 123.68 feet, a radius of 300.00 feet, a central angle of 23°37'13", and having a chord bearing and distance of North 21°53'33" West 122.80 feet to a point; thence North 33°42'10" West 80.02 feet to a point; thence with a curve to the right having a length of 224.75 feet, a radius of 338.79 feet, a central angle of 38°00'36", and having a chord bearing and distance of North 12°07'31" West 220.66 feet to a point; thence North 06°52'47" East 684.18 feet to a point; thence South 83°07'13" East 708.97 feet to a point; thence with a curve to the left having a length of 365.55 feet, a radius of 250.00 feet, a central angle of 83°46'43", and having a chord bearing and distance of North 54°59'25" East 333.85 feet to a point; thence North 13°06'04" East 111.38 feet to a point; thence with a curve to the left having a length of 290.80 feet, a radius of 500.00 feet, a central angle of 33°19'24", and having a chord bearing and distance of North 03°33'38" West 286.72 feet to a point; thence North 20°13'20" West 109.56 feet to a point; thence with a curve to the right having a length of 247.73 feet, a radius of 500.00 feet, a central angle of 28°23'16", and having a chord bearing and distance of North 06°01'42" West 245.20 feet to a point; thence North 08°09'56" East 129.84 feet to a point; thence with a curve to the right having a length of 248.98 feet, a radius of 500.00 feet, a central angle of 28°31'53", and having a chord bearing and distance of North 67°34'08" West 246.42 feet to a point; thence North 53°18'11" West 248.11 feet to a point; thence with a curve to the left having a length of 1042.00 feet, a radius of 1800.00 feet, a central angle of 33°10'04", and having a chord bearing and distance of North 20°37'35" East 1027.51 feet to a point; thence North 04°02'33" East 65.22 feet to a point lying on the southern ROW of said Thompson Station Road East; thence with said ROW, South 86°10'20" East 61.50 feet to a point; thence South 86°39'25" East 426.77 feet to a point; thence South 85°53'08" East 628.78

RESIDENTIAL/MIXED USE 1 ZONING DESCRIPTION

feet to a point; thence South 83°25'53" East 518.91 feet to a point; thence South 82°09'52" East 1472.76 feet to a point; thence leaving said ROW of Thompson Station Road East with the common line of said Minor Subdivision of 2809 Thompson Station, South 03°06'11" West 364.54 feet to a point; thence South 83°06'19" East 148.72 feet to a point; thence North 00°02'16" West 340.93 feet to a point; thence with the ROW of said Thompson Station Road East, South 83°04'16" East 225.41 feet to the point of beginning.

Tract contains 7,411,010 square feet, or 170.13 acres.

Bearings based on Tennessee State Plane Coordinate System.

RESIDENTIAL/MIXED USE 2 ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register's Office of Williamson County, Tennessee (ROWC) and a portion of Lots 14-17 and all of Lot 5 of the Final Plat of Section One of Twin Lakes Subdivision as recorded in Plat Book 12, Page 115, ROWC. Bounded on the north by the remainder of said Lots 14-17, on the east by a portion of Lot 14 of the said Final Plat of Section One of Twin Lakes Subdivision, by the remainder of said Buckner Lane Partners, LP and by the western Right of Way (ROW) of Interstate 65, on the south by Future Wades Grove Development as recorded in Deed Book 3302, Page 525, ROWC, by Wades Grove, Section 12 as recorded in Plat Book P63, Page 6, ROWC, by Wades Grove, Section 14 as recorded in Plat Book P63, Page 116 ROWC, and by the northern ROW of Twin Lakes Drive, on the west by the Williamson County Board of Education as recorded in Deed Book 4595, Page 966 and Deed Book 4906, Page 204, ROWC, by the eastern ROW of Buckner Lane, by Lots 1, 3 & 4 of the said Twin Lakes Subdivision, Section One, and by Lot 2 of the Final Plat of Section One of Twin Lakes Subdivision as Revised on the Minor Revision, Lot No. 2 as recorded in Plat Book 27, Page 44. ROWC. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the western ROW of said Interstate 65 and being the southeast corner of the tract being described; thence leaving said ROW with the common lines of said Wades Grove, Section 12 and said Wades Grove, Section 14 and said Future Wades Grove Development, South 89°49'51" West 1272.20 feet to a point; thence North 01°56'41" East 1694.64 feet to a point; thence North 89°13'52" West 846.09 feet to a point; thence North 08°15'08" East 2068.04 feet to a point; thence North 08°17'32" East 50.67 feet to a point; thence South 89°18'03" West 404.64 feet to a point; thence South 89°16'07" West 1960.54 feet to a point; thence with a curve to the right having a length of 27.96 feet, a radius of 175.00 feet, a central angle of 09°09'15", and having a chord bearing and distance of North 86°09'19" West 27.93 feet to a point; thence North 81°34'44" West 19.07 feet to a point; thence with a curve to the right having a length of 39.28 feet, a radius of 25.00 feet, a central angle of 90°00'54", and having a chord bearing and distance of North 36°34'44" West 35.36 feet to a point; thence North 08°25'28" East 268.03 feet to a point; thence North 89°48'18" East 815.00 feet to a point; thence North 07°51'40" East 995.25 feet to a point; thence South 89°59'59" East 1383.10 feet to a point; thence with a curve to the left having a length of 408.50 feet, a radius of 1000.00 feet, a central angle of 23°24'20", and having a chord bearing and distance of South 22°11'53" East 405.67 feet to a point; thence South 33°54'03" East 378.18 feet to a point; thence with a curve to the right having a length of 734.24 feet, a radius of 1000.00 feet, a central angle of 42°04'09", and having a chord bearing and distance of South 12°51'58" East 717.86 feet to a point; thence South 08°10'06" West 570.30 feet to a point; thence with a curve to the left having a length of 569.60 feet, a radius of 1000.00 feet, a central angle of 32°38'08", and having a chord bearing and distance of South 08°08'58" East 561.93 feet to a point; thence South 24°28'02" East 383.11 feet to a point; thence with a curve to the right having a length of 206.91 feet, a radius of 500.00 feet, a central angle of 23°42'37", and having a chord bearing and distance of South 12°36'43" East 205.44 feet to a point; thence South 00°45'25" East 225.45 feet to a point; thence North 89°14'35" East 1306.42 feet to a point; thence South 05°33'12" West 788.83 feet to a point; thence with a curve to the right having a length of 1006.98 feet, a radius of 11179.08 feet, a central angle of 05°09'40", and having a chord bearing and distance of South 08°06'07" West 1006.64 feet to a point; thence South 13°40'52" West 5.92 feet to the point of beginning.

Tract contains 6,266,173 square feet, or 143.85 acres.

Bearings based on Tennessee State Plane Coordinate System.

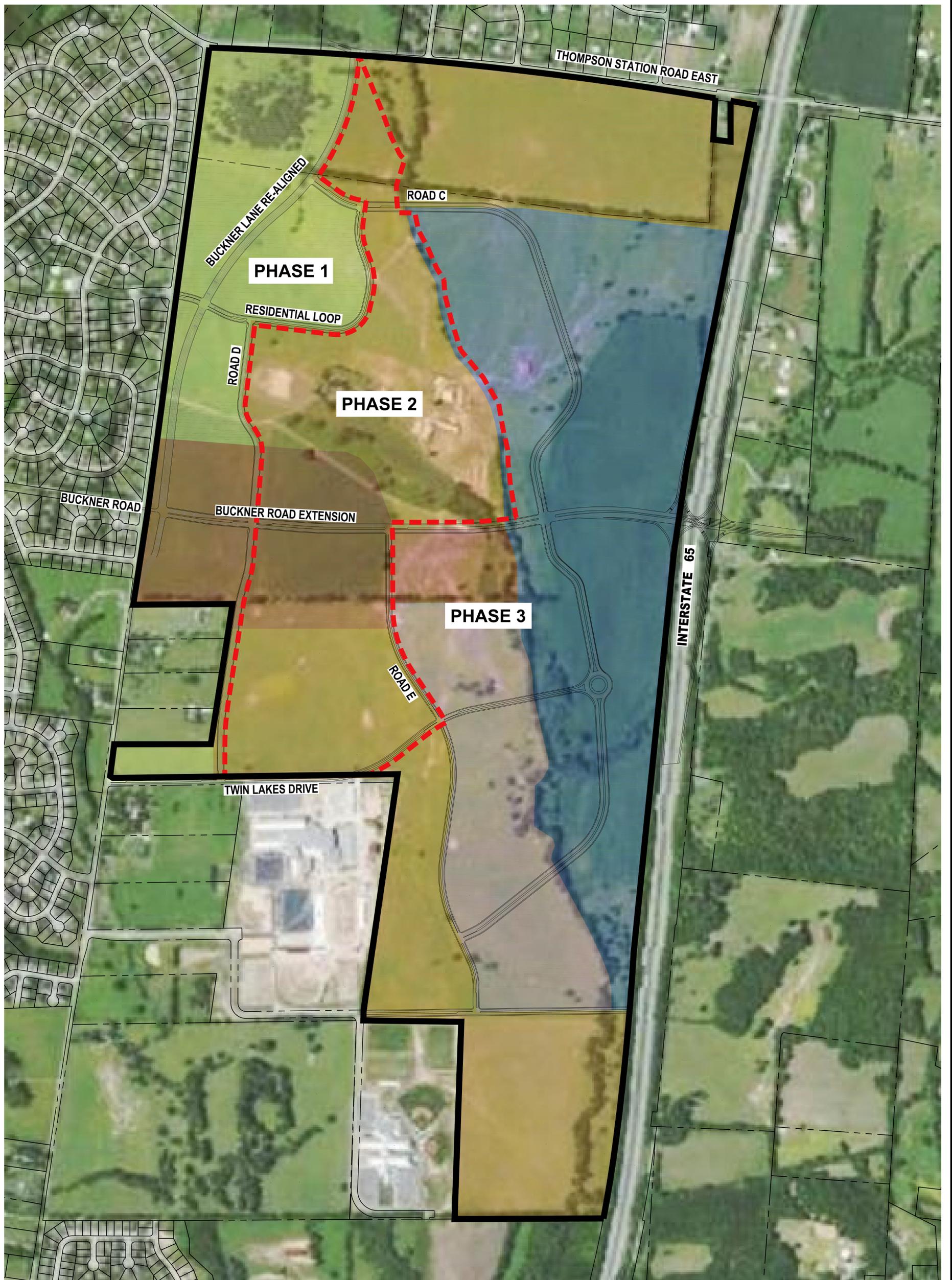
RESIDENTIAL 2 ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being Lot 5 of the Final Plat of Section One of Twin Lakes Subdivision as recorded in Plat Book 12, Page 115, ROWC. Bounded on the north by Lot 4 of the said Final Plat of Section One of Twin Lakes Subdivision, on the east by Lot 17 of said Final Plat of Section One of Twin Lakes Subdivision, on the south by the northern Right of Way (ROW) of Twin Lakes Drive, and on the west by the eastern ROW of Buckner Lane. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the intersection of the eastern ROW of said Buckner Lane and the northern ROW of said Twin Lakes Drive; thence with the eastern ROW of said Buckner Lane, North 08°25'28" East 268.03 feet to a point; thence leaving said ROW with the common line of said Lot 4, North 89°48'18" East 815.00 feet to a point; thence with the common line of said Lot 17, South 07°51'40" West 294.21 feet to a point; thence with the northern ROW of said Twin Lakes Drive, South 89°16'07" West 746.28 feet to a point; thence with a curve to the right having a length of 27.96 feet, a radius of 175.00 feet, a central angle of 09°09'15", and having a chord bearing and distance of North 86°09'19" West 27.93 feet to a point; thence North 81°34'44" West 19.07 feet to a point; thence with a curve to the right having a length of 39.28 feet, a radius of 25.00 feet, a central angle of 90°00'54", and having a chord bearing and distance of North 36°34'44" West 35.36 feet to the point of beginning.

Tract contains 240,568 square feet, or 5.52 acres.

Bearings based on Tennessee State Plane Coordinate System.

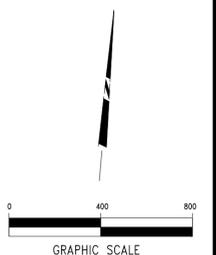


Development Phase	Phase(s)	Land Uses and Development Program					Horizon Year
		Single Family (d.u.)	Cottage, Townhouse, Multifamily	Retail/ Restaurant (s.f.)	Office (s.f.)	Hotel (Rooms)	
Phase 1 (Scenario 1)	1	159		280,962			2021
Phase 2 (Scenario 2)	1-2	342	1,238	751,410			2026
Phases 3-5 (Scenario 3)	3-5	273	914	530,452	3,902,250	400	2037
FULL BUILDOUT		774	2,152	1,281,862	3,902,250	400	2037

EXHIBIT C
PHASING PLAN
 FOR
2660 BUCKNER LANE
 MARCH 20, 2017



SoutheastVenture
 REAL ESTATE · DESIGN · DEVELOPMENT



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EXHIBIT D

2660 BUCKNER LANE ROAD AND UTILITY IMPROVEMENTS BY PHASE

The following table and drawings outline the responsible party and show the road and utility improvements required to be constructed prior to the Development for Phases 1, 2 and 3 of the 2660 Buckner Lane property.

The legend below allocates the required infrastructure improvements to the Responsible Party.

LEGEND



Infrastructure improvements highlighted in blue below shall be the shared responsibility of the 2660 Buckner Lane development and the City of Spring Hill. The apportionment of the obligation for the completion of these improvements shall be equitably assigned between the City and the 2660 Buckner Lane Development in accordance with the source of the relative demand serving as the proximate cause for the need of such improvement.



Infrastructure improvements highlighted in green below shall be the responsibility of the 2660 Buckner Lane Development.



Infrastructure improvements highlighted in yellow below shall be the responsibility of the City of Spring Hill.

DEVELOPMENT PROGRAM (1)	ROAD/ INTERSECTION IMPROVEMENTS	WATER SYSTEM IMPROVEMENTS	SANITARY SEWER SYSTEM IMPROVEMENTS
PHASE 1			
<p>Single Family = 159 du</p> <p>Retail/Restaurant/Grocery = 280,962 sf</p> <p>Horizon Years 2017- 2021</p> <p>Note: The Horizon Years are the period of time within which this</p>	<p><u>Buckner Lane</u></p> <ul style="list-style-type: none"> • Realign Buckner Lane between Thompson Station Road and a point approximately 1200 LF south of Buckner Road • Widen Buckner Lane between Thompson Station Road and a point approximately 1200 LF south of Buckner Road to provide minimum two travel lanes in each direction with center turn lane or landscaped median with turn lanes • Buckner Lane improvements to include bike lanes and sidewalks on both sides 	<ul style="list-style-type: none"> • Connect to 10-inch water main near intersection of Buckner Lane and Buckner Road • Connect to 6-inch water main on Buckner Lane near Thompson Station Road • Install water distribution network within Phase 1 of development 	<ul style="list-style-type: none"> • Connect to 18-inch sewer main located on Buckner Lane south of Buckner Road • Install sanitary sewer collection system within Phase 1 of development

<p>Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</p>	<p><u>Intersection of Buckner Lane and Thompson Station Rd East</u></p> <ul style="list-style-type: none"> • Widen Thompson Station Road East to provide westbound left turn lane • Widen Thompson Station Road West to provide eastbound right turn lane with channelization to an added lane on Buckner Lane in southbound direction • Install traffic signal control w/ permissive/protected left turn signal phasing for Thompson Station Road westbound • Bicycle treatments and pedestrian facilities integrated within intersection design <p><u>Intersection of Buckner Lane and Westchester Lane/Residential Loop</u></p> <ul style="list-style-type: none"> • Extend Westchester Lane to intersect with realigned Buckner Lane and reconstruct Westchester Lane approach to include separate eastbound left turn lane and shared through/right turn lane • Align proposed new residential street with Westchester Lane to include westbound left turn lane and shared through/right turn lane at intersection • Stop controls to be installed on Westchester Lane and new residential street <p><u>Buckner Road Extension Phase 1</u></p> <ul style="list-style-type: none"> • Extend Buckner Road east of Buckner Lane to provide access to Phase 1 parcels and internal street network <p><u>Intersection of Buckner Lane and Buckner Road</u></p> <ul style="list-style-type: none"> • Construct southbound left turn lane on Buckner Lane • Outside southbound through lane should be signed and pavement marked as a right turn lane at this intersection • Construct northbound left turn lane on Buckner Lane • Construct a second northbound through lane on Buckner Lane • The westbound approach of Buckner Road should include one left turn lane, one through lane and one right turn lane 		
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	<ul style="list-style-type: none"> Install traffic signal control with protected/permissive left turn signal phasing for northbound and southbound approaches of Buckner Lane 		
PHASE 2			
DEVELOPMENT PROGRAM (1)	ROAD/INTERSECTION IMPROVEMENTS	WATER SYSTEM IMPROVEMENTS	SANITARY SEWER SYSTEM IMPROVEMENTS
<p>Single Family = 342 du</p> <p>Cottage, Townhouse, Multifamily = 1,238 du</p> <p>Retail/Restaurant/Grocery = 470,448 Sf</p> <p>Horizon Years 2021 – 2026</p> <p>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</p>	<p><u>Buckner Lane</u></p> <ul style="list-style-type: none"> Widen Buckner Lane from a point 1200 LF south of Buckner Road to Duplex Road per the City’s Buckner Lane Study <p><u>Buckner Road</u></p> <ul style="list-style-type: none"> Widen Buckner Road between Buckner Lane and Columbia Pike per the City’s Buckner Road Study 	<ul style="list-style-type: none"> Install 1.5M gallon water storage tank (Water storage tank to be constructed by developer prior to development phases for Cottage, Townhouse, and Multifamily (1,238 du) and Retail/Restaurant (470,448 sf)) 	
	<p><u>Buckner Road Extension Phase 2</u></p> <ul style="list-style-type: none"> Extend Buckner Road east of Buckner Lane to provide access to Phase 2 parcels and internal street network <p><u>Intersection of Buckner Lane and Westchester Lane/Residential Loop Road</u></p> <ul style="list-style-type: none"> Install traffic signal control when traffic study indicates signal warrants are met Eastbound approach of Westchester Lane and the westbound approach of Residential Loop Road should include one left turn lane and one shared through/right turn lane The northbound approach of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane The southbound approach of Buckner Lane should include one left turn lane, two through lanes and one right turn lane 	<ul style="list-style-type: none"> Connect to 6-inch water main on Twin Lakes Drive Connect to 8-inch water main south of Spring Station Middle School (Rudder Drive) Install water distribution system within Phase 2 of development 	<ul style="list-style-type: none"> Extend 18-inch sewer main from south of development along Aenon Creek and Wade’s Grove Subdivision Install sanitary sewer collection system within Phase 2 of development Possible pump station(s) needed as development of Phase 2 continues

	<p><u>Intersection of Buckner Lane and Buckner Road/Buckner Road Extension</u></p> <ul style="list-style-type: none"> All approaches to intersection should include one left turn, two through lanes, and one right turn lane <p><u>Intersection of Buckner Lane and Twin Lakes Drive</u></p> <ul style="list-style-type: none"> Install traffic signal control when traffic study indicates traffic signal warrants are met <p><u>Intersection of Buckner Lane and Spring Station Drive</u></p> <ul style="list-style-type: none"> Install traffic signal control when traffic study indicates traffic signal warrants are met <p><u>Intersection of Buckner Lane and Road C</u></p> <ul style="list-style-type: none"> Eastbound/Westbound approaches of Road C should include one shared lane for all turning movements Northbound/Southbound approaches of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane <p><u>Intersection of Buckner Road Extension and Road D</u></p> <ul style="list-style-type: none"> Install all-way stop control Northbound/Southbound approaches of Road D to include one shared lane for all turning movements Eastbound/Westbound approaches of Buckner Rd Extension to include one shared through/left turn lane and one shared through/right turn lane <p><u>Intersection of Buckner Road Extension and Road E</u></p> <ul style="list-style-type: none"> Install all-way stop control Northbound approach of Road E to include one shared through/left turn lane Southbound approach of Road E to include one shared through/right turn lane Eastbound approach of Buckner Rd Extension to include one left turn lane and one right turn lane 		
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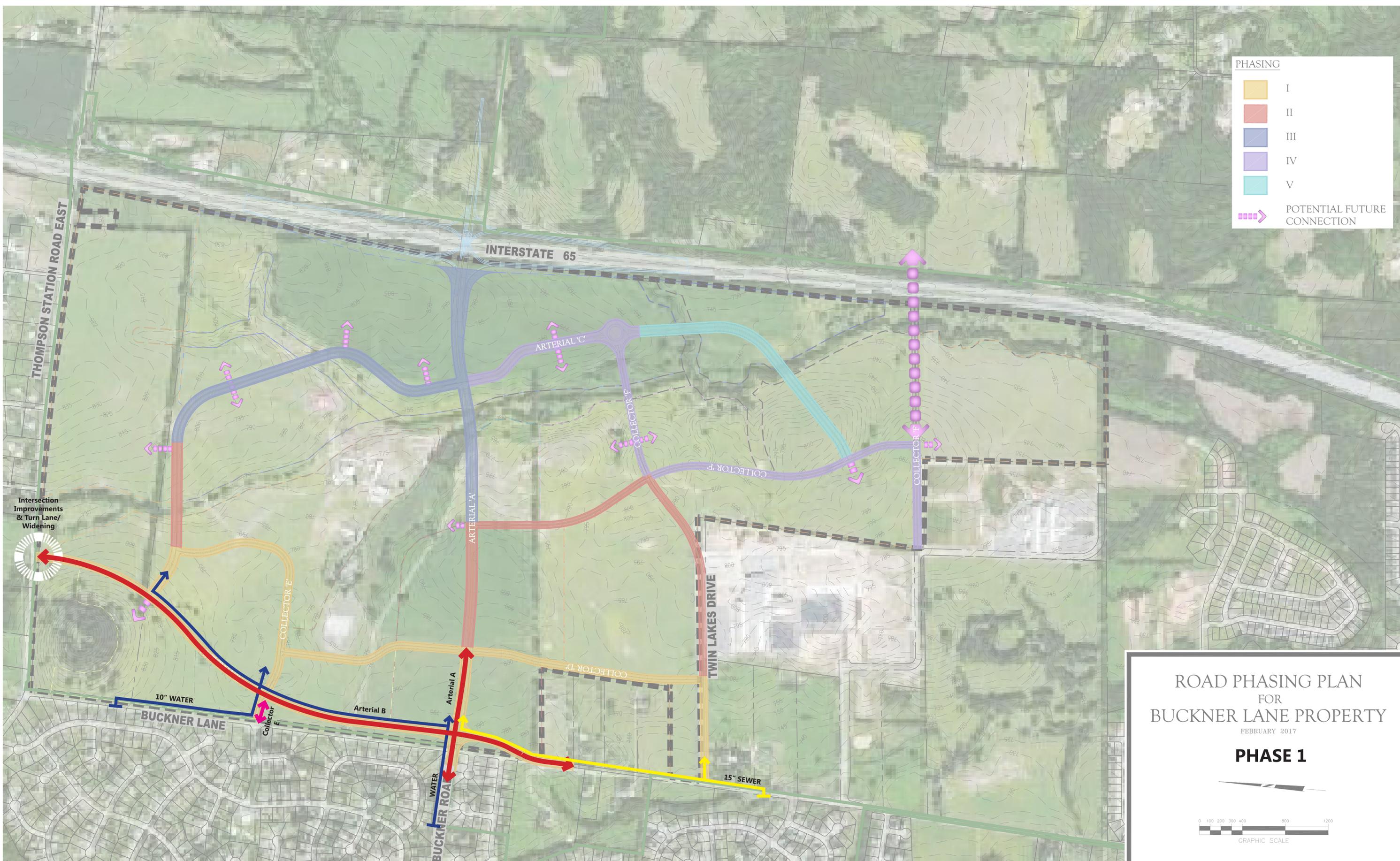
PHASE 3			
DEVELOPMENT PROGRAM (1)	ROAD/INTERSECTION IMPROVEMENTS	WATER SYSTEM IMPROVEMENTS	SANITARY SEWER SYSTEM IMPROVEMENTS
<p>Single Family = 273 du</p> <p>Cottage, Townhouse, Multifamily = 914 du</p> <p>Retail/Restaurant = 530,452 sf</p> <p>Office = 3,902,250 sf</p> <p>Hotel Rooms = 400</p> <p>Horizon Years 2026 - 2037</p> <p>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</p>	<p><u>I-65 and Buckner Road Interchange</u></p> <p>The Phase 3 development program assumes the new interchange at I-65 by the City of Spring Hill and others.</p> <p>The ROW required for the western side of the interchange will be dedicated by 2660 Buckner Lane development.</p> <p><u>Buckner Road Extension Phase 3</u></p> <ul style="list-style-type: none"> Extend Phase 3 of Buckner Road east of to connect with new interchange at I-65 <p><u>Intersection of Buckner Road Extension and Road C</u></p> <ul style="list-style-type: none"> Install all-way stop control Northbound/Southbound approaches of Road C to include one shared lane for all turning movements Eastbound/Westbound approaches of Buckner Road Extension to include one shared through/left turn lane and one shared through/right turn lane <p><u>Prepare Updated Traffic Impact Study</u></p> <p>The determination of the need for additional off-site road and intersection improvements as a part of this Phase 3 shall be established by an updated Traffic Impact Study which shall be prepared to re-evaluate street and intersection levels of service following construction of the Interstate Interchange. The updated Traffic Impact Study will determine if off-site road or intersection improvements in conjunction with ongoing City road and intersection improvements are needed based upon assigned traffic impacts associated with remaining phases of development for the 2660 Buckner Lane Project.</p>	<p>Install water distribution network within remaining phases of development</p>	<p>Install sanitary sewer collection system within remaining phases of development</p> <p>City sewerage treatment plant capacity to be upsized to accommodate overall long-term growth and development of the City of Spring Hill</p>

Footnote:

1) The development totals represented above are stand-alone totals by each individual phase.

PHASING

- I
- II
- III
- IV
- V
- POTENTIAL FUTURE CONNECTION



**ROAD PHASING PLAN
FOR
BUCKNER LANE PROPERTY**

FEBRUARY 2017

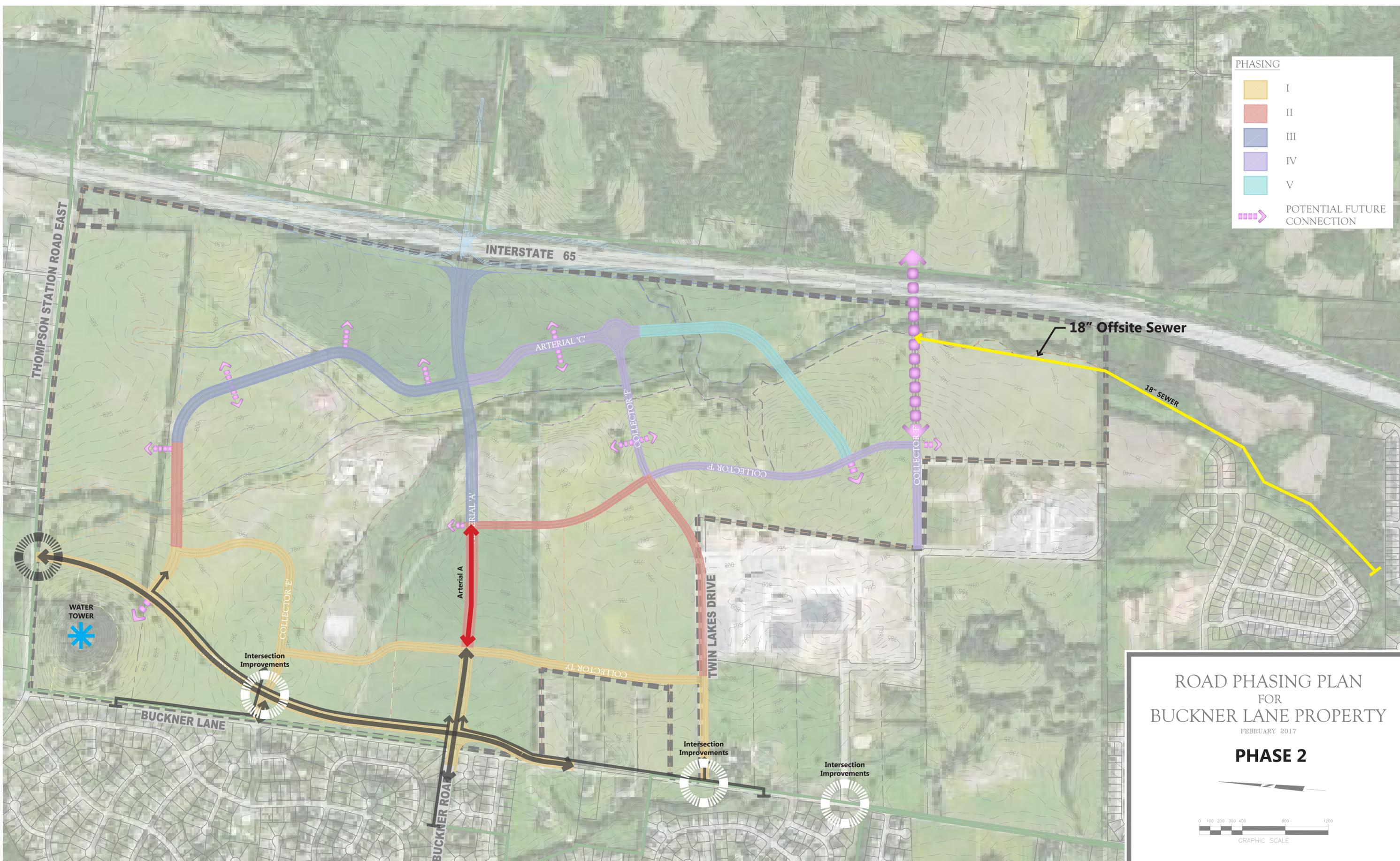
PHASE 1





GRAPHIC SCALE

PHASING	
	I
	II
	III
	IV
	V
	POTENTIAL FUTURE CONNECTION

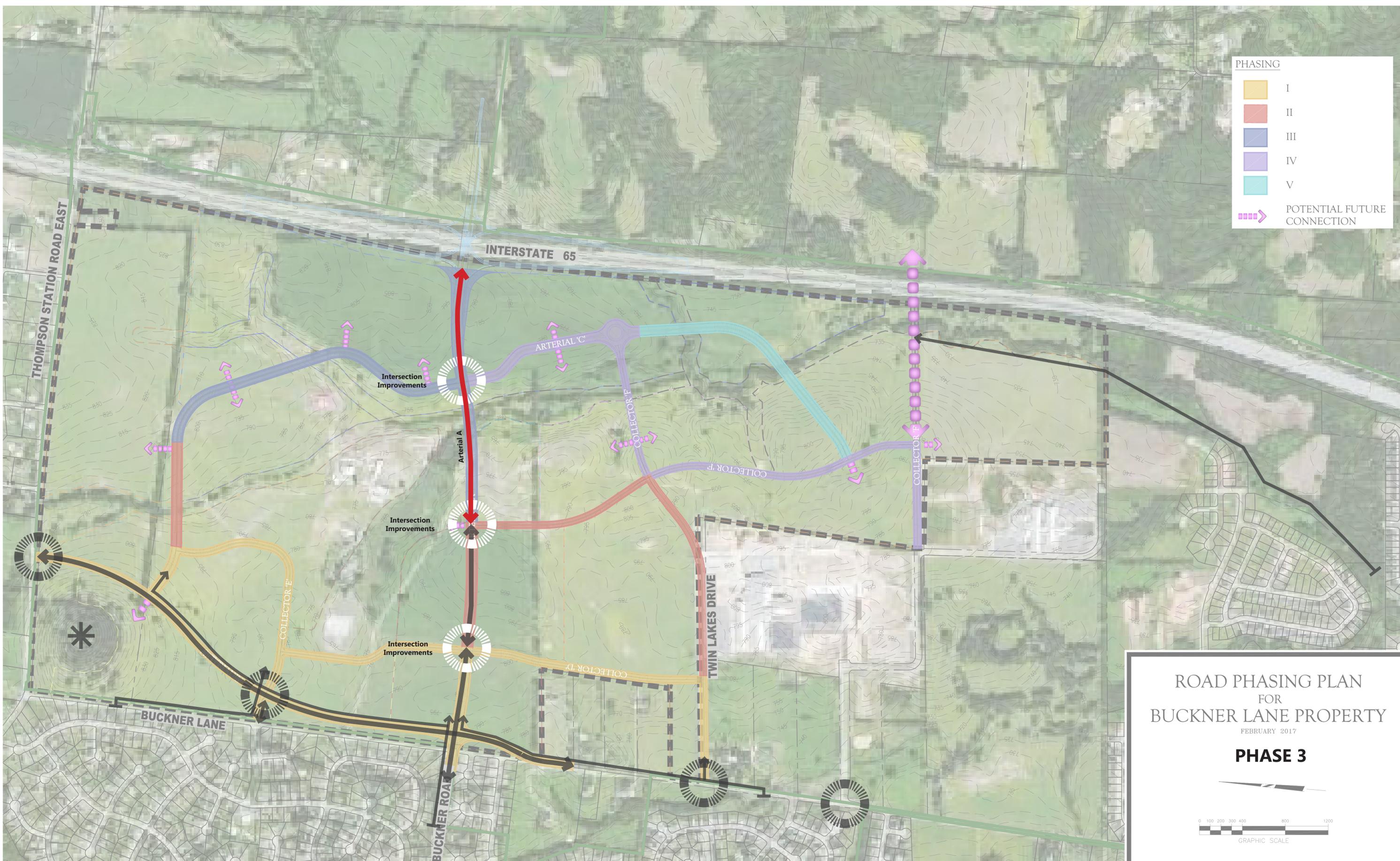


ROAD PHASING PLAN
 FOR
BUCKNER LANE PROPERTY
 FEBRUARY 2017
PHASE 2



 GRAPHIC SCALE

PHASING	
	I
	II
	III
	IV
	V
	POTENTIAL FUTURE CONNECTION



ROAD PHASING PLAN
 FOR
BUCKNER LANE PROPERTY
 FEBRUARY 2017
PHASE 3



 GRAPHIC SCALE